

PR7b Land at Stratfield Farm  
Development Brief  
Cherwell District Council  
November 2021



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# PR7b Land at Stratfield Farm Development Brief Cherwell District Council November 2021

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# Executive summary

The Cherwell Local Plan 2011-2031 (Part 1) Partial Review (LPPR), which provides for Cherwell's share of Oxford City's unmet housing needs, identifies Land at Stratfield Farm as one of six strategic housing sites. A comprehensive Development Brief is required as guidance for future planning applications.

This Development Brief has been jointly prepared between Cherwell District Council, Oxfordshire County Council, landowners and key stakeholders.

It is a material planning consideration in the determination of any future planning applications for the site.

The Development Brief includes a review of the site's context including the LPPR strategic vision and spatial strategy and the site specific development constraints and opportunities. Based on this analysis it goes on to provide a site specific vision and comprehensive development principles addressing land use, character, layout, green infrastructure, movement, utilities, healthy place making and sustainable design.

## Site location

Land at Stratfield Farm is a 10.5 hectare site, located immediately to the south of the existing built up area of Kidlington, to the north of Stratfield Brake sports ground and east of the Oxford Canal. The site comprises a number of fields along with the Grade II listed Stratfield Farmhouse and outbuildings some of which are in a poor condition, and associated orchards. The site includes areas of important habitat including ponds, hedgerows and trees and a Conservation Target Area and is adjacent to the Oxford Canal Conservation Area. Access is from the Oxford Road (service road) arm of the of the Kidlington Roundabout.

## Vision and development framework

The site specific vision for Land at Stratfield Farm is as follows and is explored in Chapter 5 of the Development Brief:

*Stratfield Farm will become a new Kidlington neighbourhood of a traditional, informal character and scale, to provide an attractive and outward facing edge to the village, overlooking Stratfield Brake. The historic farmhouse and barns at the site's centre will be retained and sensitively integrated as a local landmark within a corridor of green space to retain the open setting of the farmhouse within the new development. The development will provide an enhanced area of habitat extending to the Oxford Canal Conservation Area and connect to the wider strategic green walking and cycling routes into Oxford, and to Croxford Gardens to the north, Stratfield Brake to the south and planned development to the west.*

Policy PR7b of the LPPR sets out the policy requirements for the site which include:

- Residential development of 120 homes (net) on 5 hectares of land with 50% affordable housing
- Play areas and allotments within the developable area
- Nature Conservation Area on 5.3 hectares of land with the opportunity to connect to and extend Stratfield Brake District Wildlife Site
- Improvement, extension and protection of existing orchard for community benefit
- A new public bridleway/green link suitable for all-weather cycling and the provision of land for a new foot, cycle and wheel chair accessible bridge over the Oxford Canal creating connections to land east of the A44 (PR8) and key facilities on the A4165 including Oxford Parkway station
- Emergency services infrastructure

The Development Framework plan (overleaf) reflects the vision and the requirements of Policy PR7b. Detailed design requirements which underpin the delivery of this development framework are set out in the Chapter 6 of the Development Brief. Chapter 7 lists the information which will be required to accompany a planning application.



Fig. 1: Development framework

- |  |   |  |  |
|--|---|--|--|
| <ul style="list-style-type: none"> <li><span style="color: red;">—</span> Site Boundary</li> <li><span style="color: red; text-decoration: dashed;">---</span> Site Boundary of adjoining sites</li> </ul> | <p><b>Cherwell LPPR Policy PR7b allocations</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #f8d7da; border: 1px solid #c3e6cb;"></span> Residential</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda;"></span> Nature Conservation Area</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #c6e0b4;"></span> New green space/parks</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda;"></span> Existing orchard</li> <li><span style="border: 1px solid purple; display: inline-block; width: 15px; height: 15px;"></span> NERC Act S41</li> <li><span style="display: inline-block; width: 15px; height: 15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, green 2px, green 4px);"></span> Conservation Target Area</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #6c757d;"></span> Restoration and reuse of farm and outbuildings for residential</li> <li><span style="display: inline-block; width: 15px; height: 15px; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, green 2px, green 4px);"></span> Private garden</li> <li><span style="display: inline-block; width: 15px; height: 15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, green 2px, green 4px);"></span> Extension of existing orchard for community food growing</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px dashed green;"></span> Retained/new hedgerows</li> <li><span style="display: inline-block; width: 10px; height: 10px; border-radius: 50%; background-color: #6c757d;"></span> Retained trees</li> <li><span style="border-bottom: 1px dashed blue; width: 15px;"></span> Ditch retained and integrated into site drainage</li> <li><span style="border-bottom: 1px solid blue; width: 15px;"></span> Indicative SuDS feature</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">✳</span> Drainage attenuation features</li> <li><span style="color: purple;">★</span> Combined LAP/LEAP play area</li> <li><span style="color: green;">➔</span> Existing strategic cycle route</li> <li><span style="color: yellow;">➔</span> New strategic cycling/walking route</li> <li><span style="color: blue;">↔</span> Vehicular connection</li> <li><span style="color: blue;">↔</span> Vehicular access</li> <li><span style="color: yellow;">↔</span> Pedestrian and cycle access</li> <li><span style="color: grey;">))</span> Indicative location for new bridge over the Oxford Canal</li> </ul> |
|--|---|--|--|

# 1.0 Introduction

## 1.1 Background

The Cherwell Local Plan 2011-2031 (Part 1)<sup>1</sup> which was adopted in July 2015 (“The 2015 Plan”) committed the Council to work jointly with other Oxfordshire councils to assess the extent of the housing need that could not be met elsewhere in the Oxfordshire Housing Market Area. In particular, it was understood that there could be a need arising from Oxford that could not be met by Oxford City Council due to its tight administrative boundaries and its limited supply of land. Cherwell District Council’s commitment was to consider the extent of the need and, if necessary to ‘partially review’ its Local Plan.

The Council has now undertaken this ‘partial review’ with the adoption of the Cherwell Local Plan 2011-2031 (Part 1) Partial Review – Oxford’s Unmet Housing Need in September 2020 (LPPR)<sup>2</sup>.

The Partial Review which is effectively a supplement or addendum to the 2015 Plan, provides a vision, objectives and specific policies for delivering additional development to help meet Oxford’s housing needs. It seeks to do this in a way that will best serve Oxford’s needs and provide benefits for existing communities in Cherwell and adjoining areas.

The LPPR provides for the development of a total of 6 strategic housing sites that will best achieve the Council’s vision and objectives and deliver sustainable development of, in total, 4,400 new homes to meet Oxford’s needs together with supporting infrastructure. The LPPR requires single comprehensive, outline schemes for the entirety of each strategic site.

Each of the site allocations has a policy which sets out its key delivery requirements and place shaping principles, and each allocation is supported by a Policies Map.

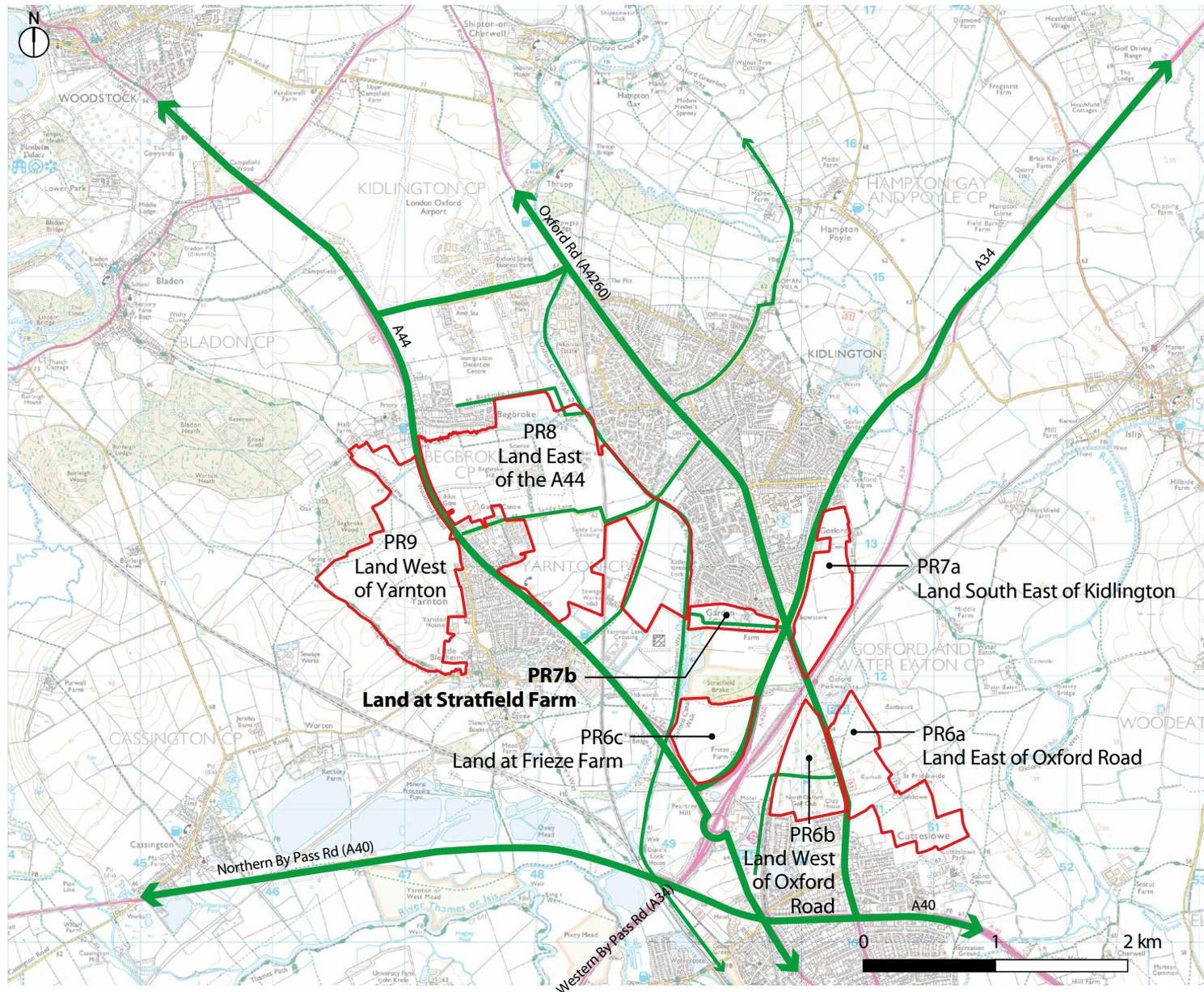
Each of the site allocation policies requires planning application(s) for the site to be in accordance with a Development Brief for the site which has been jointly prepared by the landowner(s), Cherwell District Council, Oxfordshire County Council and other stakeholders, including Oxford City as appropriate. The site allocation policy also sets out a series of requirements that the Development Brief should address.

This is the development brief to guide the development of Land at Stratfield Farm, site PR7b. The Development Brief has been prepared in accordance with policy requirements, the site allocation policy and the Policies Map. As well as including the required detail, the Development Brief also reflects the detailed key delivery requirements and place shaping principles as set out in the policy.

Site	Housing allocation		
<b>North Oxford</b>			
Policy PR6a – Land East of Oxford Road	690	N.B. Site allocation PR6c shown on Fig 1 is the allocation of Land at Frieze Farm which is reserved for the potential construction of a golf course should this be required as a result of the development of Land West of Oxford Road under Policy PR6b.	
Policy PR6b – Land West of Oxford Road	670		
<b>Kidlington</b>			
Policy PR7a – Land South East of Kidlington	430		
Policy PR7b – Land at Stratfield Farm	120		
<b>Begbroke</b>			
Policy PR8 – Land East of the A44	1950		
<b>Yarnton</b>			
Policy PR9 – Land West of Yarnton	540		
<b>Total</b>	<b>4400</b>		

Housing allocations (LPPR)

<sup>1</sup> Local Plan Part 1    <sup>2</sup> Local Plan Partial Review Sep 2020



- Allocation site boundaries
- Key sustainable movement routes (public transport and/or walking/cycling)

Fig. 2: Local Plan Partial Review Site Allocations Location

## 1.2 Purpose and status of the Development Brief

### 1.2.1 Purpose

The Development Brief has 4 main objectives:

- To create a site specific vision to guide future site development in a manner which supports the wider aims of the LPPR spatial strategy for North Oxford, Kidlington and the A44/A4260 Corridors
- To provide a development framework and a clear set of site specific development principles to inform the submission and determination of planning applications and achieve comprehensive and holistic development in accordance with the LPPR site policy
- To improve the efficiency of the planning and development process by reducing uncertainty and setting a framework for development that provides landowners, developers and the wider community with clear guidance on what is expected from development
- To raise the standard of design and to create exemplary places which are functional, beautiful, promote health and wellbeing and which engender a sense of community.

The Development Brief, where necessary and appropriate, proposes or reflects solutions and proposals outside the individual site boundary to help facilitate a joined up approach to development.

The Development Brief should be read in conjunction with relevant Development Plan policies, national planning policy and guidance and the Council's adopted Supplementary Planning Documents ("SPD"). Particular attention is drawn to the Council's design policies and guidance including Policy ESD15: The Character of the Built and Historic Environment, and the Cherwell Residential Design Guide SPD which provides design guidance relevant to the District as a whole. Further information on relevant Policy and guidance is provided in chapter 3 and throughout the Development Brief.

### Status

The Development Brief has been endorsed by Cherwell District Council's Planning Committee. It will be used as a material planning consideration in the determination of any planning applications for the site.

For the avoidance of doubt, the Development Brief does not have the status of a Supplementary Planning Document and does not introduce new planning policy.

## 1.3 Structure of the Development Brief

The structure of the Brief is as follows:

**Chapters 1 to 3** provide contextual information relating to the site and the Development Brief process, including the strategic vision and spatial strategy for the North Oxford, Kidlington and A44 corridor

**Chapter 4** provides a synthesis of policy context and important site constraints and opportunities which are to be reflected in the site's development. This builds on the LPPR Evidence Base

**Chapter 5** describes the site specific vision and development objectives

**Chapter 6** contains a comprehensive set of design and development principles for the site which respond to the site opportunities, constraints and context set out in the preceding chapters and which are to be reflected in planning applications

**Chapter 7** lists the information which will be required to accompany a planning application.

## 1.4 Consultation and stakeholder engagement

The Development Brief has been jointly prepared by Cherwell District Council and the site owners and their representatives and in consultation with Oxfordshire County Council, Oxford City Council and the Canal and River Trust.

Throughout the process there has been engagement and consultation with the following stakeholders in addition to those mentioned above:

- Parish Councils
- Thames Valley Police
- Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT)
- Thames Water
- Environment Agency
- Scottish and Southern Electric (SSE)
- Network Rail
- Natural England
- Sport England

This has included collaborative workshops focussing on key stages during the preparation of the Development Brief:

- Baseline review and analysis
- Vision and development principles

These collaborative workshops with specialist stakeholders, were preceded by a joint workshop in October 2018 with Parish Councils, landowners and their representatives and stakeholders. This workshop introduced the Development Brief process, provided an opportunity for site promoters and stakeholders to introduce themselves, and enabled Parish Councils to explain their aspirations/ requirements for the Development Briefs.

Technical information and emerging design work provided by the landowners and their representatives has been considered by the Council in preparing the Development Brief.

### 1.4.1 Community Engagement

Public consultation on the Draft Development Brief took place between 11 August and 22 September 2021.

Comments received have informed the final Development Brief.



Aerial view of site PR7b

## 2.0 The Strategic Vision and Context

### 2.1 Local Plan Partial Review Vision

The LPPR vision across all sites is:

To provide new development that meets Oxford's agreed, identified housing needs, supports the city's world-class economy, universities and its local employment base, and ensures that people have convenient, affordable and sustainable travel opportunities to the city's places of work, study and recreation, and to its services and facilities. This development will be provided so that it:

- i. creates balanced and sustainable communities
- ii. is well connected to Oxford
- iii. is of exemplar design which responds distinctively and sensitively to the local built, historic and environmental context
- iv. is supported by necessary infrastructure
- v. provides for a range of household types and incomes reflecting Oxford's diverse needs
- vi. contributes to improving health and well-being, and
- vii. seeks to conserve and enhance the natural environment.

*LPPR Vision for Meeting Oxford's Unmet Housing Needs in Cherwell*

To deliver this vision, the LPPR identifies sites for new homes in locations which have the strongest socio-economic connections to Oxford, and which can deliver the necessary social, movement and green infrastructure to support the health and wellbeing of the population.

The sites are located at the edge of existing communities to the north of Oxford and will be fully integrated with them to share the benefits of new facilities and support existing local centres, in particular Kidlington village centre.

#### 2.1.1 The Role of Individual Sites

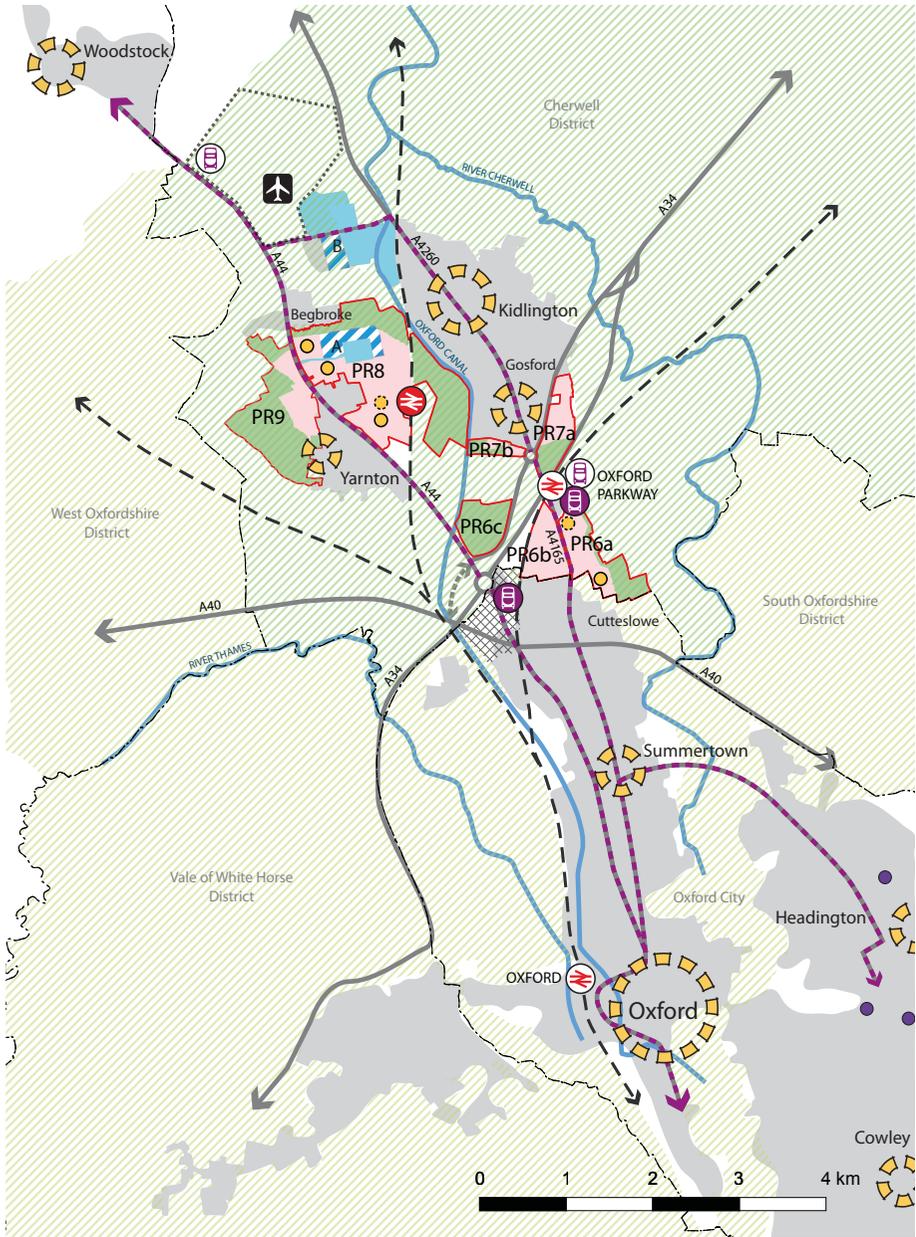
Each site plays a role in delivering the vision and objectives of the LPPR, in a joined-up and holistic manner as shown on the LPPR key diagram Fig. 3 overleaf, and thematic figures 4-7 which follow. Full details of each site's role are contained with LPPR policies.

#### **The role of Kidlington site (PR7b)**

Site PR7b is located on the southern and western edge of Kidlington and Gosford and Water Eaton and will be a small scale village extension, fully integrated with the existing village, with easy access to existing shops and local facilities and to Oxford Parkway station. Planned improvements to public transport, walking and cycling on Oxford Road will enhance the already excellent access from this site by bus into Kidlington village centre and south into Oxford.

Land to the west of the site will form part of a strategic green infrastructure corridor, maintaining a protected green gap between Kidlington and Oxford. The GI corridor provides a walking and cycling connection to the Oxford Canal, Stratfield Brake recreation grounds and beyond to site PR8, creates new areas of wildlife habitat and amenity green space to meet identified local needs.

## 2.0 The Strategic Vision and Context



- Allocation site boundaries
- District boundaries
- Green Belt
- Existing settlement
- Proposed residential development
- Proposed green infrastructure and formal recreation provision
- Existing centres
- Proposed local centres
- Proposed schools
- Existing hospitals
- Existing employment area
- Proposed employment area  
A: land reserved for extension to Science Park  
B: permission granted for Technology Park
- Oxford City proposed Northern Gateway development
- Sustainable movement corridors
- Rail lines
- Existing rail station
- Potential new rail station
- London Oxford Airport
- Existing Park & Ride
- New or expanded Park & Ride
- County Council proposed link road

Fig. 3: LPPR key diagram - for illustrative purposes only

2.1.2 Economic relationships

The sites are located in close proximity to local centres, key employment sites and sites which have an important economic relationship with Oxford and form part of Oxfordshire’s ‘Knowledge Spine’. These include existing locations within Cherwell (Oxford Parkway Railway Station, London-Oxford Airport, Langford Lane commercial area in Kidlington and Begbroke Science Park) and within the city of Oxford (the Oxford Northern Gateway site – also known as Oxford North), which will be a key driver of employment growth.

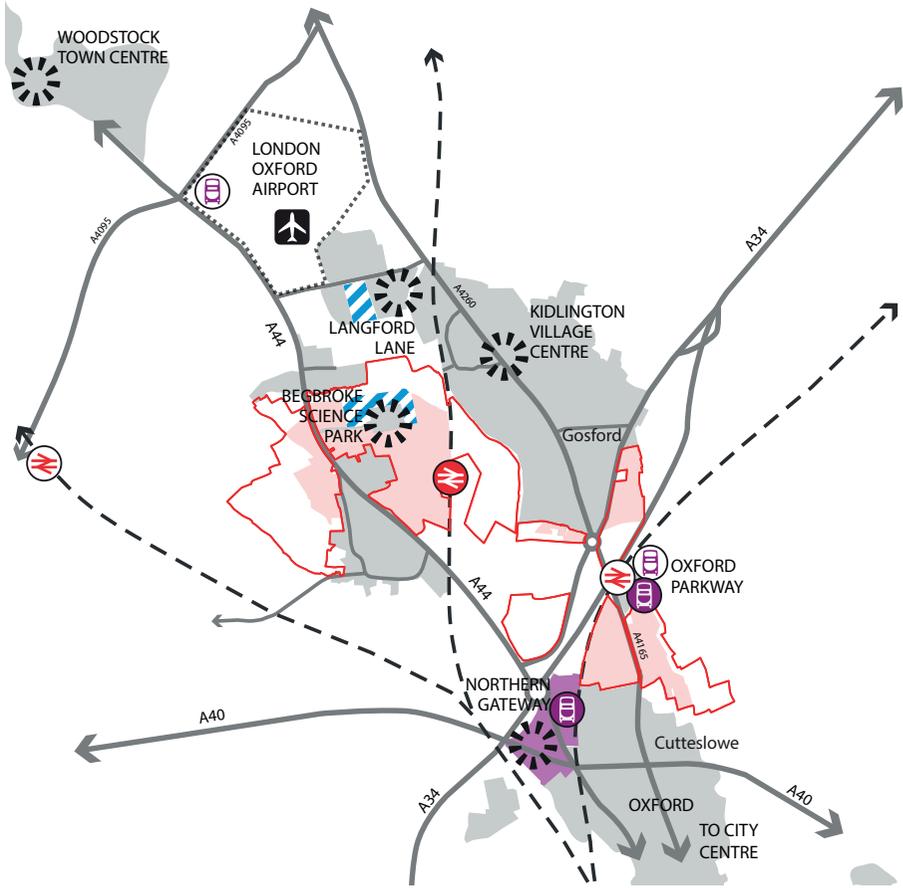


Fig. 4: Economic links

- Allocation site boundaries
- Proposed growth
- Proposed growth in adjoining local authorities
- Proposed employment area
- ☀ Employment centres
- M Existing rail station
- M Potential new station
- P Existing Park & Ride
- P New or expanded Park & Ride

### 2.1.3 Sustainable movement corridors

All sites are located on the major public transport routes of the A44 and A4260/A4165 connecting southern Cherwell to Oxford City and Oxford Parkway station. Significant enhancements to public transport and walking and cycling provision are to be delivered on these routes through the County Council's Local Transport Plan and its strategy for Park and Ride and Rapid Transit. Additional walking and cycling routes are to be created through corridors of green infrastructure including the Oxford Canal corridor.

The emphasis on sustainable modes of travel enables less 'car-centric' movement patterns, promotes active and healthy travel choices and supports inclusion through the provision of convenient, accessible and affordable travel to places of work, recreation and community services.

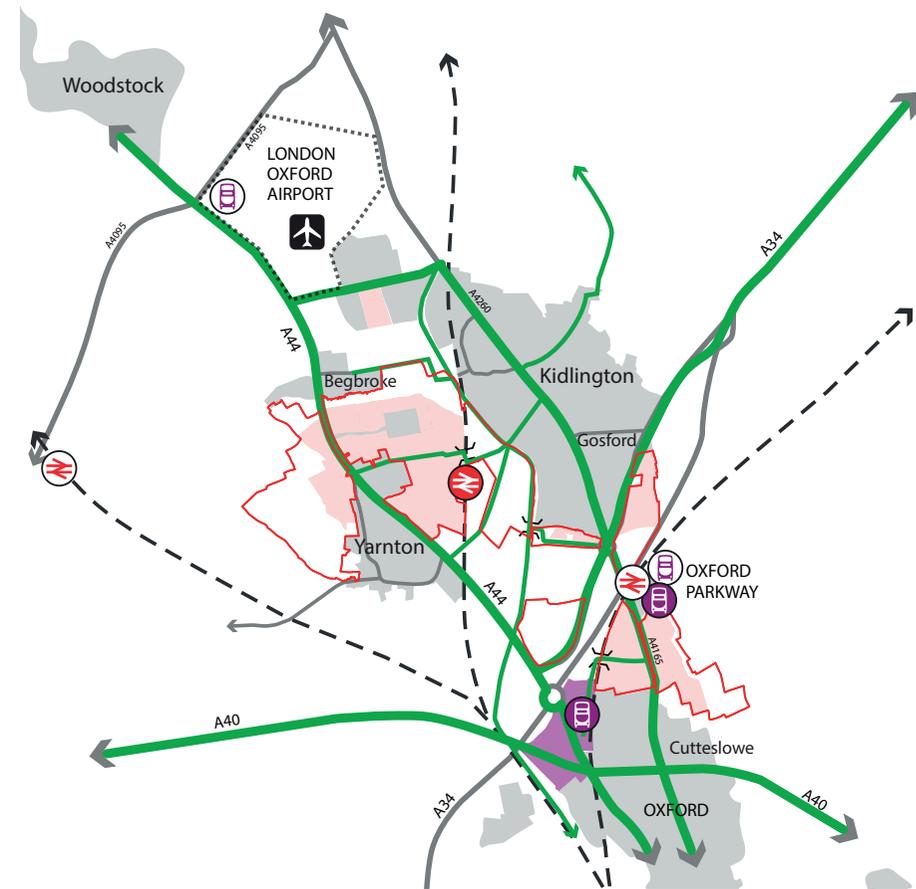
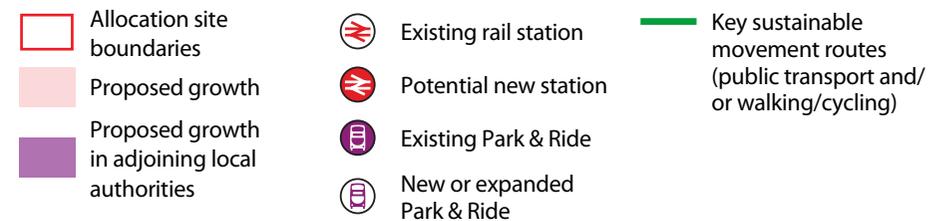


Fig. 5: Sustainable movement routes



### 2.1.4 Strategic green infrastructure corridors

The sites deliver significant areas of new publicly accessible green infrastructure (GI) and new areas of wildlife habitat which form part of strategic GI corridors:

- ① to the west of Yarnton, Begbroke and Oxford
- ② along the Oxford Canal
- ③ to the east of Oxford and Kidlington/Gosford
- ④ between Kidlington/Gosford and Oxford

The corridors provide an attractive setting for development and have multiple benefits. They help to maintain separation and distinction between individual settlements; create an appropriate edge and access to the countryside; protect and enhance natural, historic and biodiversity assets; provide corridors for wildlife; and provide leisure and recreation opportunities and walking/cycling routes which encourage health and wellbeing in the existing and new population. Further details of the strategic GI corridors are shown in Appendix 6 of the LPPR.

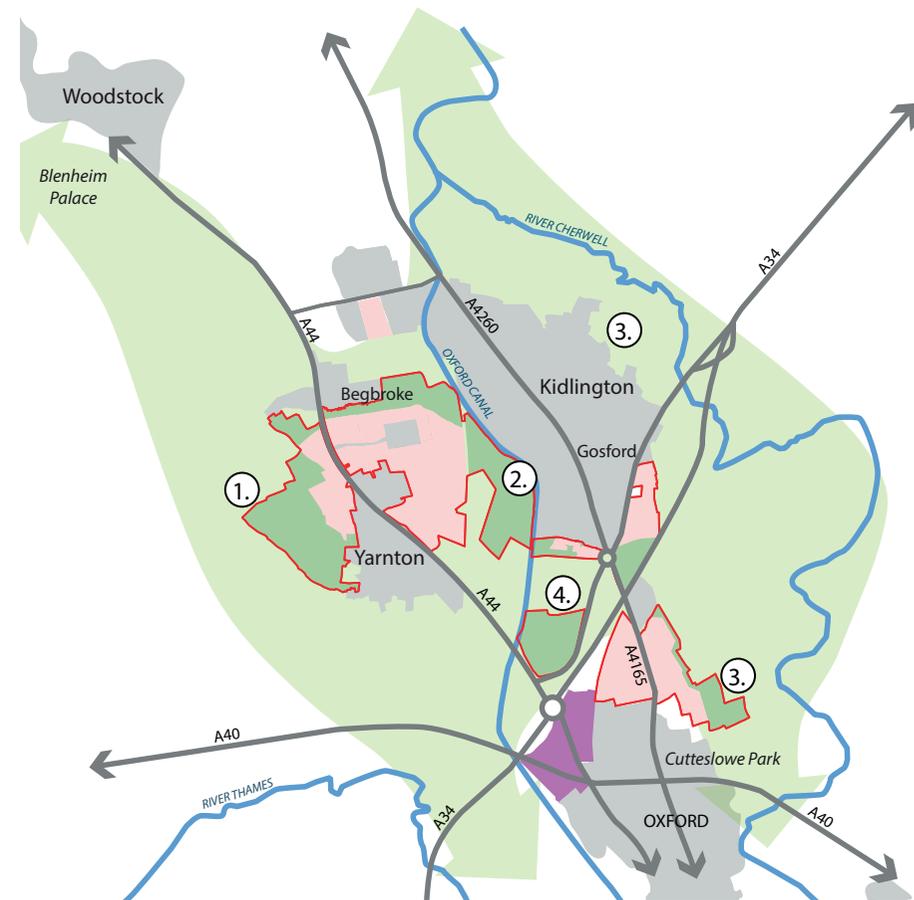
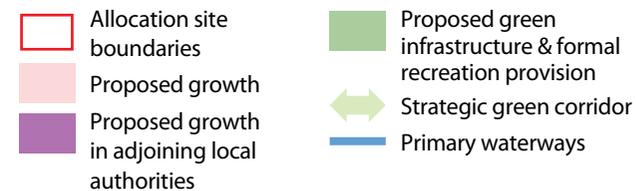


Fig. 6: GI corridors



2.1.5 Community services

The planned local provision, through the new housing development, of schools (a primary school in North Oxford and two primary schools and a secondary school at Begbroke), new local centre facilities (in North Oxford and Begbroke) and formal sports/play areas, provides new facilities which benefit the existing and new population.

Locating facilities within the sites in accessible locations will further support and enhance the potential for widespread uptake of walking and cycling for local trips.

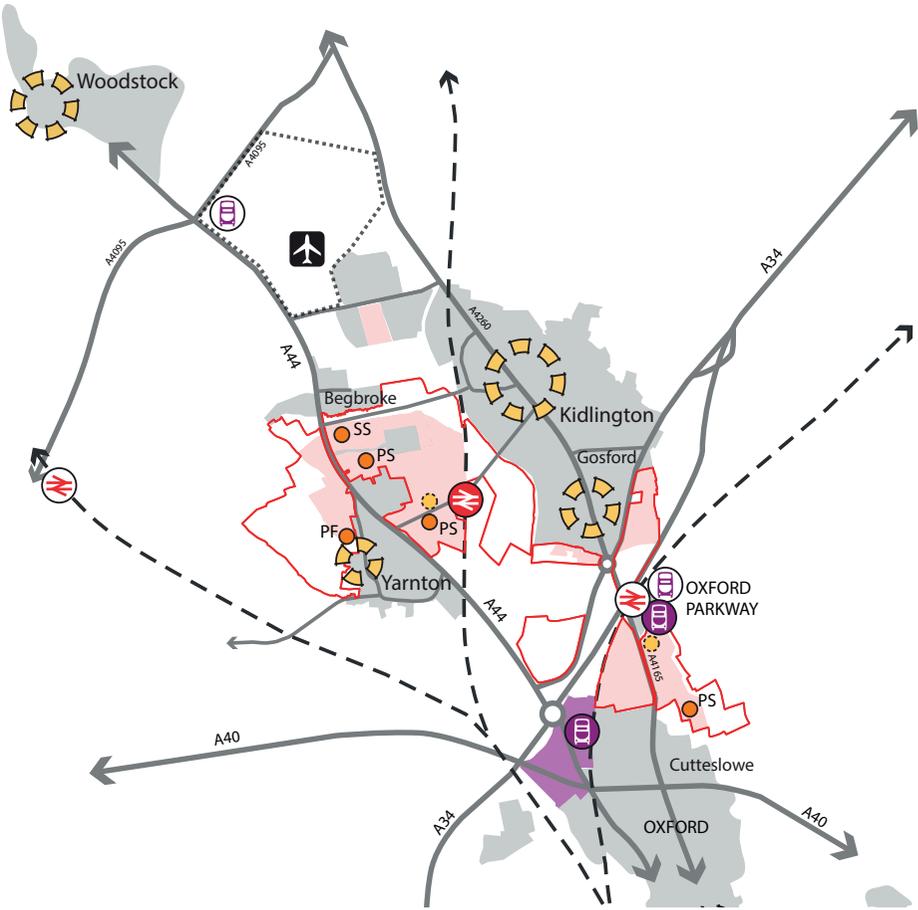


Fig. 7: Local centres and schools

- Allocation site boundaries
- Proposed growth
- Proposed growth in adjoining local authorities
- Existing rail station
- Potential new station
- Existing Park & Ride
- New or expanded Park & Ride
- Indicative school location
- PS - Primary School
- SS - Secondary School
- PF - Playing Fields
- Existing local centre
- Indicative new local centre location

## 3.0 Context

### 3.1 The Planning Policy Context

The site subject to this Development Brief - Land at Stratfield Farm – is guided by Policy PR7b of the LPPR and its associated Policies Map. In addition to the individual site allocation policy (PR7b) the LPPR also contains a number of policies which seek to guide the development of each of the sites and ensure they deliver the homes that are needed, supported by the necessary infrastructure.

Where appropriate, these policies have influenced the content of the Development Brief. In other cases they will need to be followed when planning application(s) are submitted to the Council and all planning applications will be assessed against these policies.

#### 3.1.1 Policy PR7b - Landuse Requirements

An extension to Kidlington on 10.5 hectares of land at Stratfield Farm with the following land use requirements:

- Residential development
  - 120 homes (net) on 5 hectares of land
  - 50% affordable housing
- Play areas and allotments within the developable area
- Nature Conservation Area on 5.3 hectares of land with the opportunity to connect to and extend Stratfield Brake District Wildlife Site
- Improvement, extension and protection of existing orchard for community benefit
- A new public bridleway/green link suitable for all-weather cycling and the provision of land for a new foot, cycle and wheel chair accessible bridge over the Oxford Canal creating connections to land east of the A44 (PR8) and key facilities on the A4165 including Oxford Parkway station
- Emergency services infrastructure

The landuse requirements have been included in the brief for reference only.

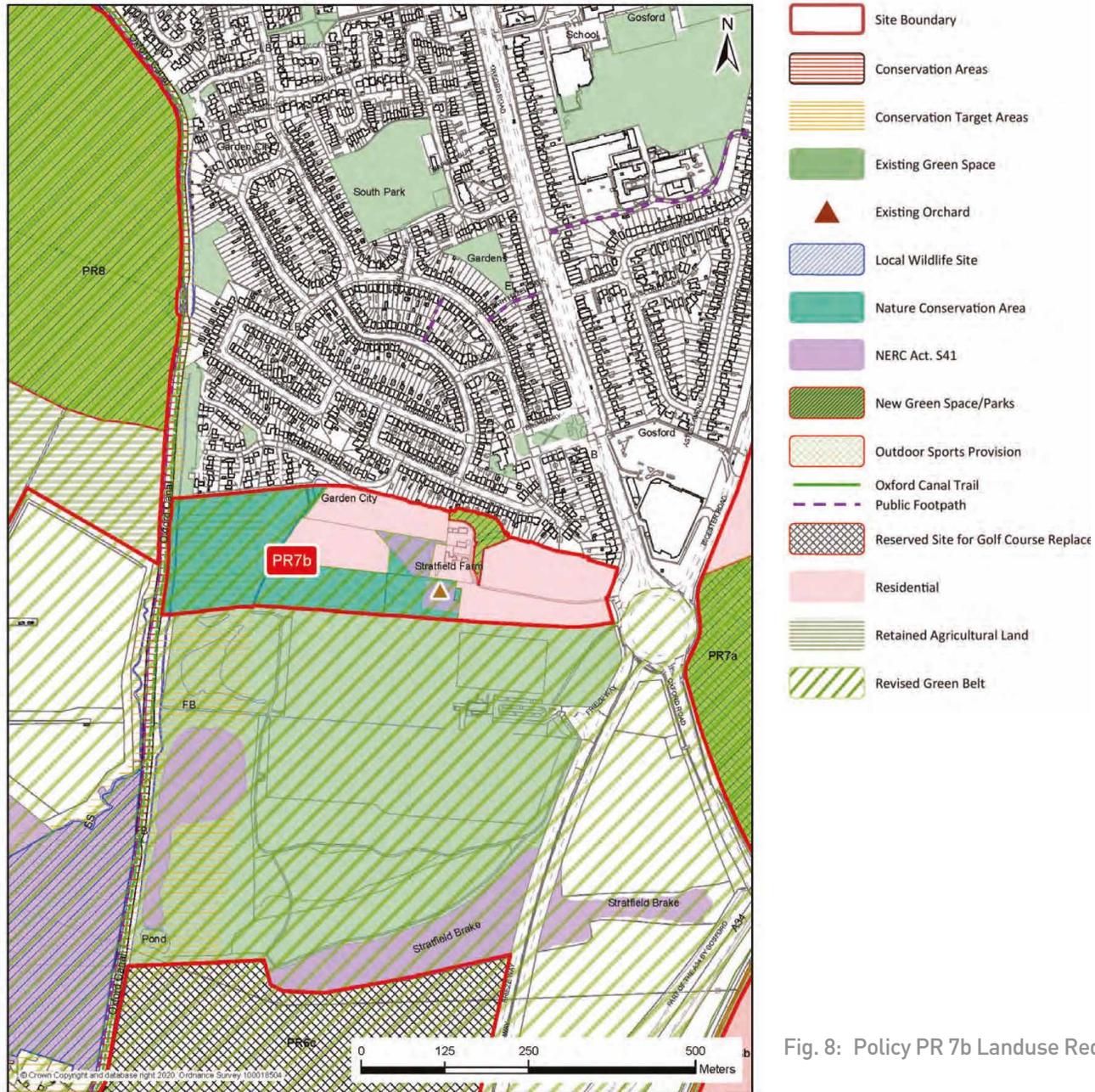


Fig. 8: Policy PR 7b Landuse Requirements

### 3.1.2 Submission of Planning Applications

Applications for planning permission for housing in Cherwell to meet Oxford's unmet housing needs will be considered having regard to the policies of the Development Plan and other material considerations such as the National Planning Policy Framework and Planning Practice Guidance.

The Council will need to assess whether or not development proposals meet the vision, objectives and policies of the LPPR and any other relevant policies from other parts of the Development Plan. This Development Brief will be a material planning consideration. See Section 1.2 which explains the status of the Development Brief.

Other material considerations will include relevant Supplementary Planning Documents (SPDs). A list of relevant policy and guidance that has informed this Development Brief is provided at Appendix A.

Further guidance on the submission of planning applications is given in section 7.0 of this Development Brief.

## 3.2 The Site Context

This section provides a brief overview of the development site PR7b and its context.

### 3.2.1 Location and Size

- Land at Stratfield Farm is a 10.5 hectare site located adjacent and to the south of Kidlington. It is bounded by Croxford Gardens to the north, the Oxford Canal to the west, Stratfield Brake recreation ground to the south and the Kidlington Roundabout to the east.
- Part of the site lies within the Oxford Green Belt. The Green Belt boundary is shown in Fig. 9.

### 3.2.2 Topography

- The site slopes from east to west, falling from roughly 66m AOD at eastern boundary to approximately 60m AOD by the Oxford Canal, with a slope of approximately 1:100.

### 3.2.3 Existing Land Uses and Services/Facilities

- The site comprises a number of fields along with the two storey Grade II listed Stratfield Farmhouse, an early 19th century house and courtyard with a number of outbuildings to the north, some of which are in poor condition.
- The farmhouse is bounded by two orchards: a modern orchard to the south and a historic orchard to the west, both of which form an important part of its setting and both of which are NERC Act S41 Habitat.
- To the south of the site lies the Stratfield Brake recreation ground containing playing fields along with a two storey clubhouse.
- The western part of the site lies within a Conservation Target Area and the Oxford Canal Conservation Area lies immediately west of the site.
- The site is in close proximity to the Sainsbury's supermarket and petrol filling station to the east of Oxford Road.

- The site includes areas of important habitat (ponds, hedgerows, trees) used by protected and priority species.

### 3.2.4 Existing Access and Movement Network

- The existing vehicular access to the farmhouse and outbuildings is from the Oxford Road (service road) arm of the Kidlington Roundabout.
- There is no public right of way across the site. However, informal paths leading to Stratfield Brake and the canal from houses to the north are evident on the site.
- A towpath is located along the canal on its western side.
- National Cycle Network Route 51 runs along the Oxford Road.
- A signalised crossing point is located at Sainsbury's supermarket on Oxford Road 200m north of the site.
- Oxford Road is served by frequent bus routes towards Kidlington, Oxford, Woodstock and Banbury. Bus stop locations are shown on Fig. 9.
- Oxford Parkway railway station and Oxford Parkway park and ride (formerly Water Eaton) are located a short distance to the south east of the site, to the south of the land allocated South East of Kidlington (PR7a).

### 3.2.5 Development Proposals in Surrounding Areas

- Land South East of Kidlington (PR7a) is located to the east while sites Land East of Oxford Road (PR6a) and Land West of Oxford Road (PR6b) are located to the south on Oxford Road.
- Land East of A44 (PR8) lies on the western side of the Oxford Canal.

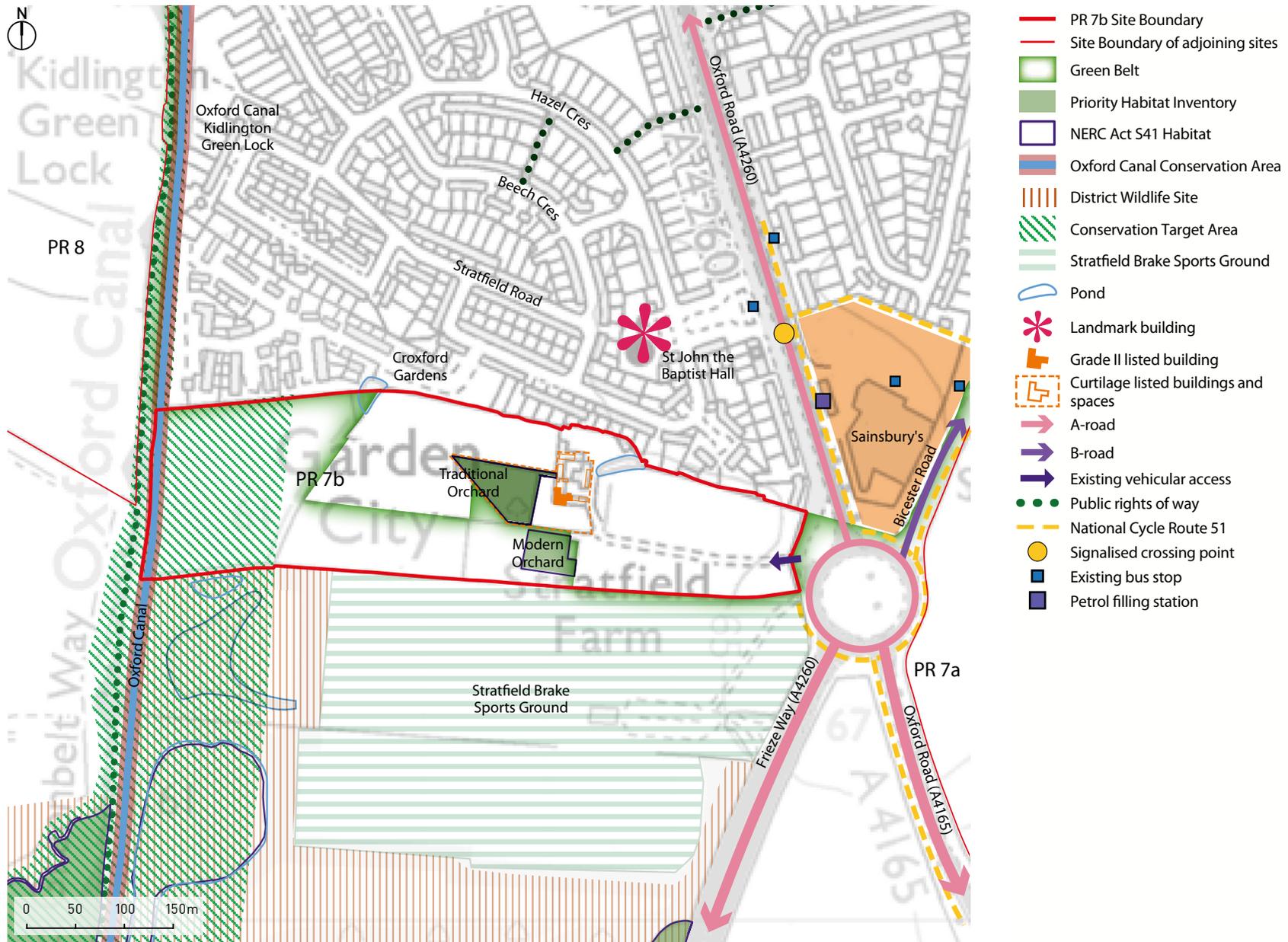
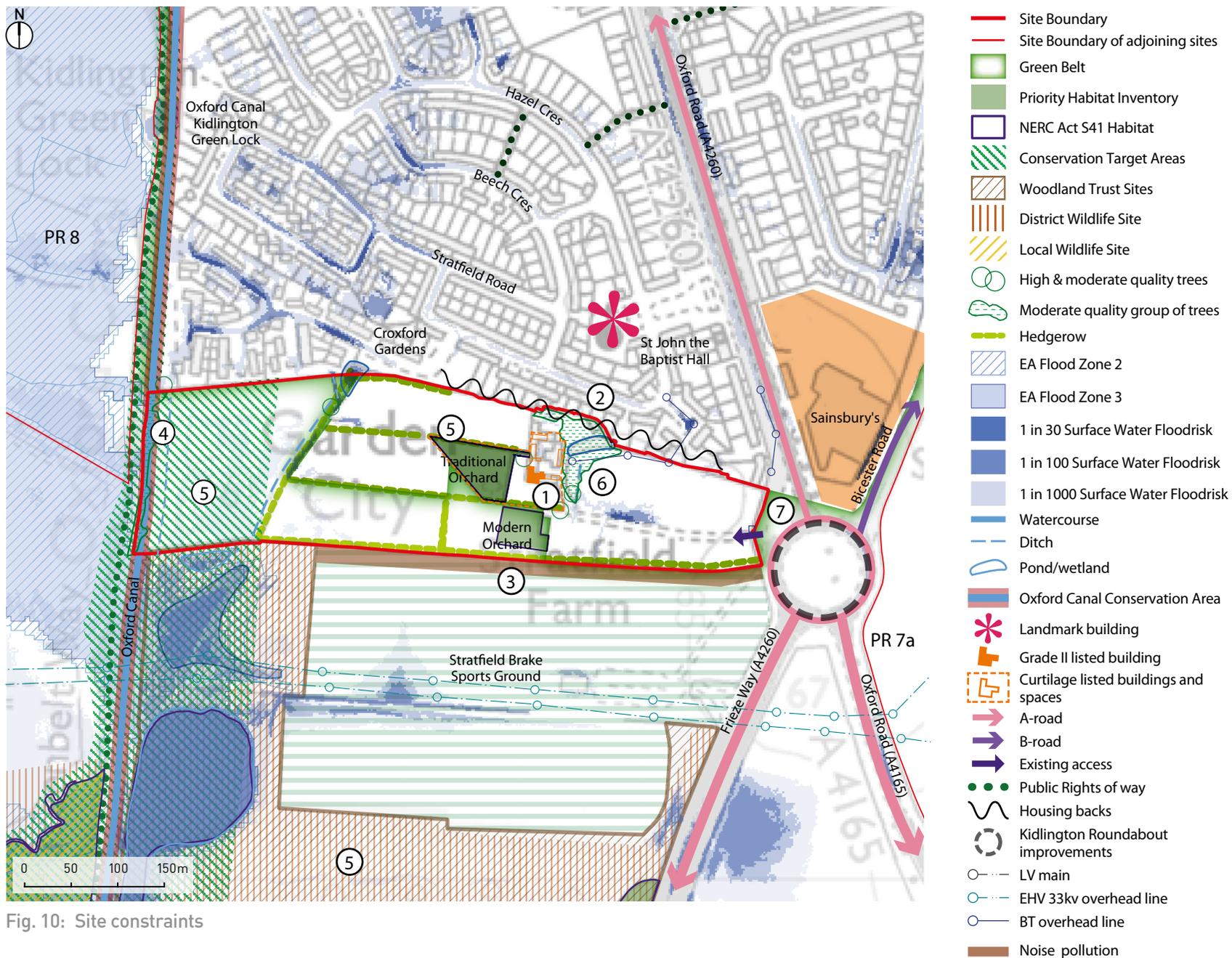


Fig. 9: Site context

# 4.0 Site Appraisal

## 4.1 Site Constraints

- Stratfield farmhouse and its outbuildings are unused and in poor condition. Significant work will be required to the buildings to bring them back into use. The farmhouse is Grade II listed and there are outbuildings and structures which are curtilage listed. The traditional orchard to the west is within the curtilage of the building and the modern orchard to the south contributes to its setting. ①
- The site is within an area of known archaeological potential, with later prehistoric finds recorded immediately north of the site.
- There is existing residential development to the north which backs onto the site. ②
- Noise at Stratfield Brake could have a potential impact on the proposed development. ③
- The Oxford Canal Conservation Area runs along the western boundary of the site. Any bridging of the Canal needs to have regard to the Conservation Area designation. ④
- High and moderate value trees are located in the centre and western part of the site.
- The site includes the following non statutory habitat designations: ⑤
  - NERC Act S41 Habitat /Priority Habitat covering the orchards to the west and south of the farmhouse
  - Lower Cherwell Valley Conservation Target Area is located in the western part of the site
- Land to the south west of the site is a District Wildlife Site managed by the Woodland Trust.
- Other ecological and habitat constraints include Great Crested Newt habitat records in the pond to the west of the site, potential reptile habitat, bat commuting, foraging and roosting habitat, potential Dormouse habitat and the adjacent canal with Water Vole and Otter records.
- On the northern side of the site lie two ponds which drain into a larger pond located on south-western side of the site linked by a strong hedgeline and a ditch. ⑥ A further ditch runs parallel with the canal.
- Surface water flooding is a risk particularly in the western area of the site. It is important that existing drainage ditches do not become overloaded.
- Oxfordshire County Council's planned transport improvements to Oxford Road and Kidlington Roundabout may have an impact on the site's eastern boundary and the location of the primary access point. ⑦
- Potential impact of existing flood lighting at Stratfield Brake sports ground.



## 4.2 Site Opportunities and Requirements

The detailed requirements for this site are set out in Policy PR7b of the LPPR. In addition to these requirements the following opportunities have been identified.

### 4.2.1 Place Shaping

- Opportunity to create an integrated extension to Kidlington that provides an appropriate edge to the village and maximises the opportunity for walking and cycling links. It is important to ensure effective connectivity between the development and the existing community that supports active travel and reduces severance.

### 4.2.2 Heritage and Townscape Character

- Opportunity to enhance the character and appearance of the farmhouse and its setting through building restoration and landscaping. There is potential to reuse these buildings and sensitively incorporate them into the overall development. There are also opportunities to enhance the setting of the Farmhouse. The orchards around the Farmhouse should be retained and made a positive feature of the development contributing further towards wider community benefits. ①
- Opportunity to reflect the traditional character of Cherwell's vernacular building typologies and settlement pattern, in line with the Cherwell Residential Design Guide SPD. Development should draw inspiration from the character and materials of the existing Farmhouse and its outbuildings.
- Opportunity to define and create a new urban edge between the built development and the sports fields of Stratfield Brake. ②

### 4.2.3 Views and Sightlines

- Opportunity to create views framed by development towards the Farmhouse and the Canal / green spaces.

### 4.2.4 Landscape Character

- This is a key opportunity to retain and enhance the open landscape character in the western and southern part of the site abutting Oxford Canal and

Stratfield Brake.

- Opportunity to retain, restore, or enhance existing hedgerows and trees. ③
- Opportunity to create east-west green corridors or sustainable movement routes with walking and cycling access across the site linking Land East of the A44 (PR8) across the canal to Kidlington Roundabout and onwards towards Oxford Parkway station and Oxford Parkway park and ride (formerly Water Eaton). ④
- Opportunity to protect and enhance water habitats including existing ponds and ditches within the landscape design of the site as part of the Sustainable Drainage System and avoid overloading existing ditches. ⑤
- Opportunity to retain and enhance existing habitats and deliver biodiversity net gains. Habitats in the south and west half of the site present an opportunity to buffer the built development from the adjacent ecological receptors of the District Wildlife Site and Canal, and could include enhancements for Otter, Water Vole and Great Crested Newts. ⑥
- Opportunity to create a green corridor alongside the canal by extension of the District Wildlife Site into the site.

### 4.2.5 Movement and Access

- Opportunity to connect and integrate the site with Stratfield Brake to the south, the Oxford Canal to the west and Kidlington to the north. ⑦
- Opportunity to provide two separate access points, one from Oxford Road-Kidlington Roundabout and the second from Croxford Gardens. ⑧
- Opportunity to create attractive walking and cycling routes across the site towards Kidlington and Oxford, public transport routes, recreation facilities on site PR7a and Oxford Parkway railway station and across the canal via a new canal bridge linking with Land East of the A44 (PR8). (Final position of bridge to be confirmed).
- Potential for a vehicular, pedestrian and cycle route from the easterly part of the site through to Stratfield Brake.

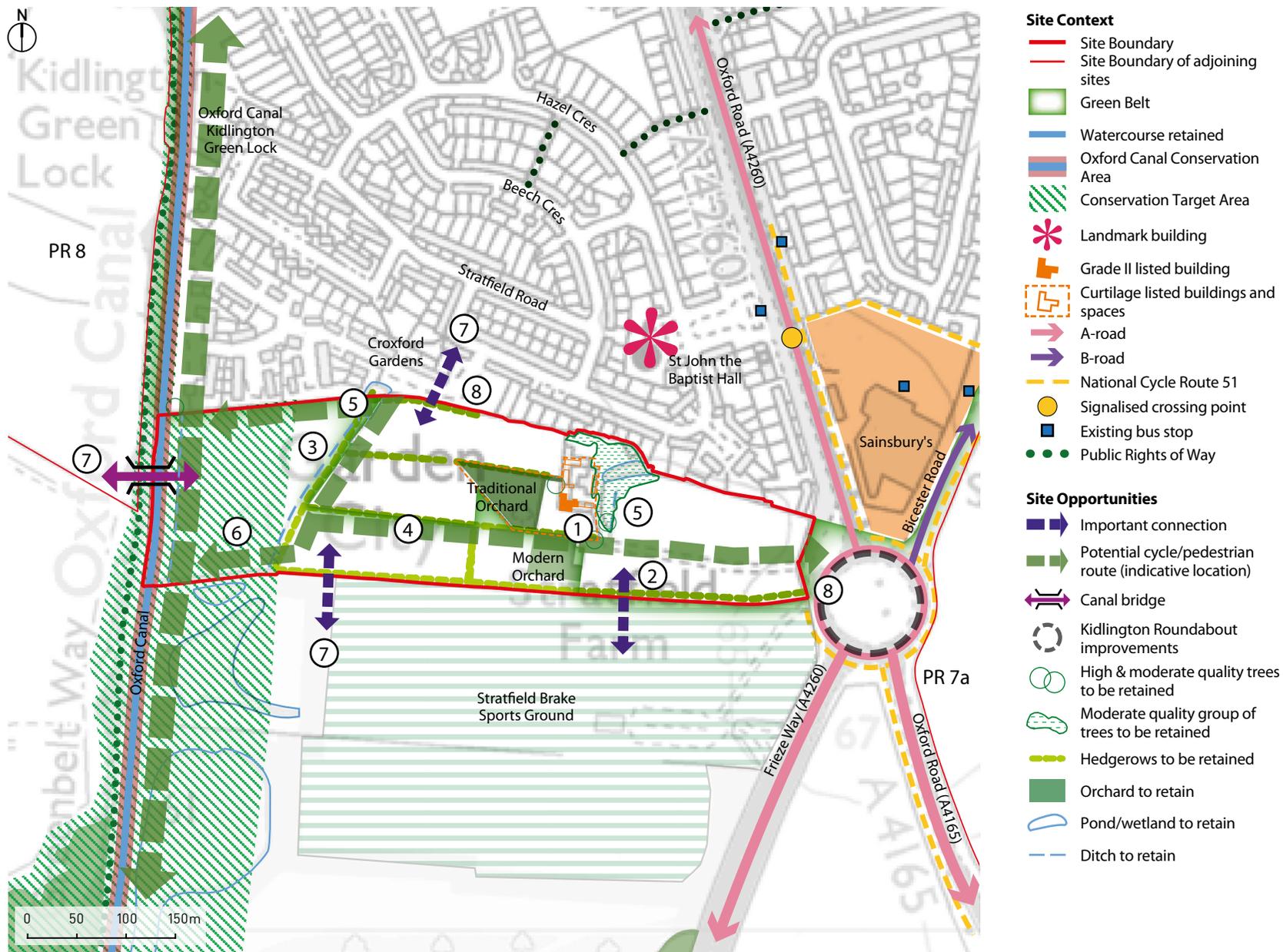


Fig. 11: Site Opportunities

# 5.0 Vision and Objectives

## 5.1 Vision

In response to the site's local surrounding context and constraints, the vision for the Stratfield Farm site has gradually evolved to affirm the design opportunities available to meet the objectives of the LPPR and is described below. This vision is further developed by the Design Principles set out in this document which set out the detailed requirements.

*Stratfield Farm will become a new Kidlington neighbourhood of a traditional, informal character and scale, to provide an attractive and outward facing edge to the village, overlooking Stratfield Brake. The historic farmhouse and barns at the site's centre will be retained and sensitively integrated as a local landmark within a corridor of green space to retain the open setting of the farmhouse within the new development. The development will provide an enhanced area of habitat extending to the Oxford Canal Conservation Area and connect to the wider strategic green walking and cycling routes into Oxford, and to Croxford Gardens to the north, Stratfield Brake to the south and planned development to the west.*

The land at Stratfield Farm is to be developed following the guidance contained within this document and in line with the policies of the Adopted Cherwell Local Plan 2011-2031 (Part 1), Cherwell Local Plan Partial Review 2011-2031 (Part 1) Partial Review – Oxford's Unmet Needs, guidance in the Cherwell Residential Design Guidance (2018), The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition) by Historic England (2017) and other relevant national and local policy and guidance. Key relevant local policies and guidance are listed at the end of each section of this chapter and the Development Principles chapter (Chapter 6). In particular, the development should meet the requirements set out in Partial Review Plan Policy PR7b (see chapter 3.0 for details).

In summary, key delivery requirements under Policy PR7b are:

- 120 homes on 5 hectares of land
- facilities for play and allotments within the developable area
- protection, improvement and extension of the existing younger orchard south of the farmhouse for community benefit
- nature conservation area on 5.3 hectares of land, that incorporates the community orchard
- a new public green link suitable for all weather cycling
- land to secure a foot, cycle and wheel chair accessible bridge over the Oxford Canal
- appropriate building restoration and landscaping to enhance the character and appearance of the Grade II listed Stratfield Farmhouse and its setting.

Fig. 12 illustrates the development framework for the site reflecting the vision and the requirements of Policy PR7b. Detailed design requirements which underpin the delivery of this development framework are set out in the next chapter.

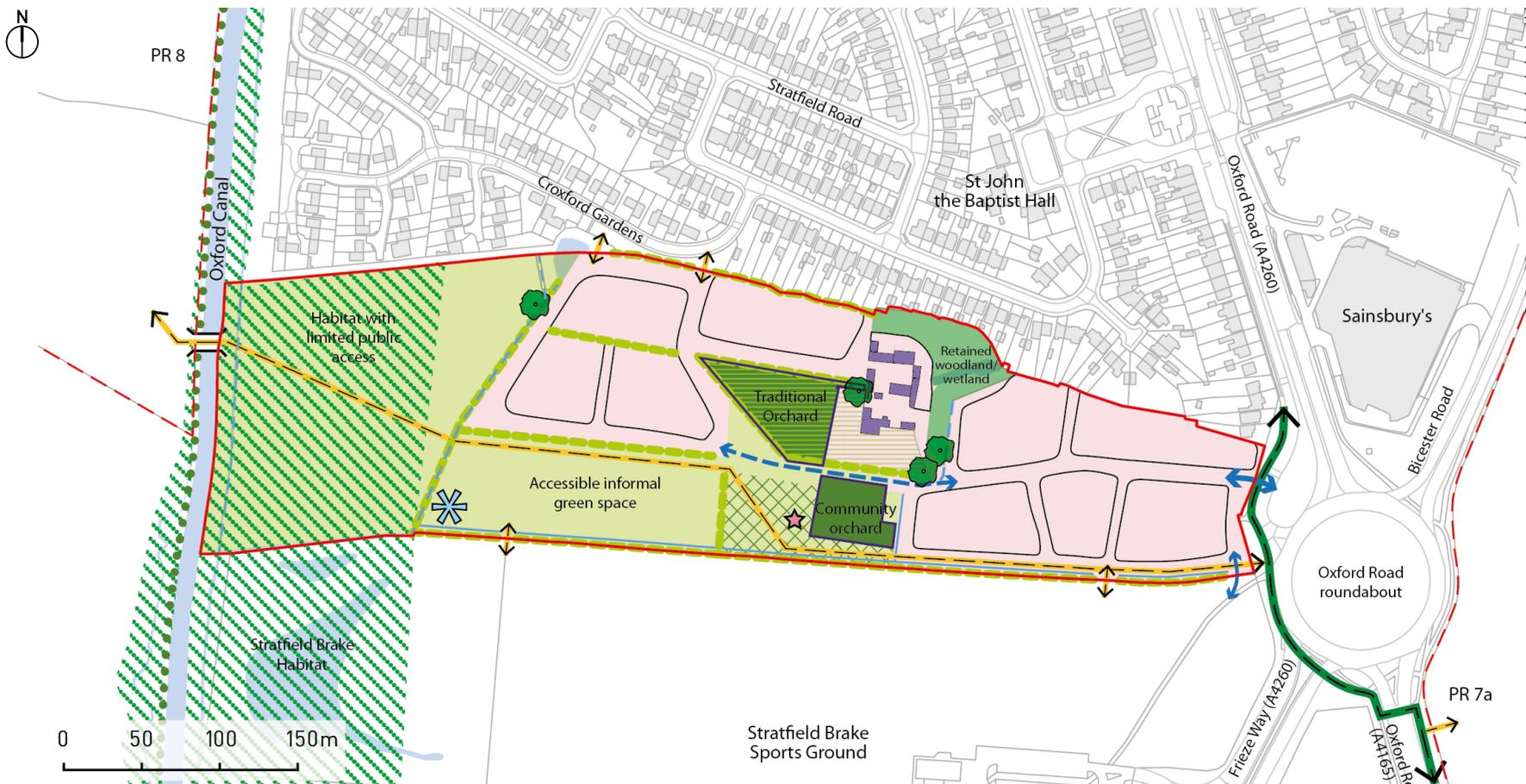
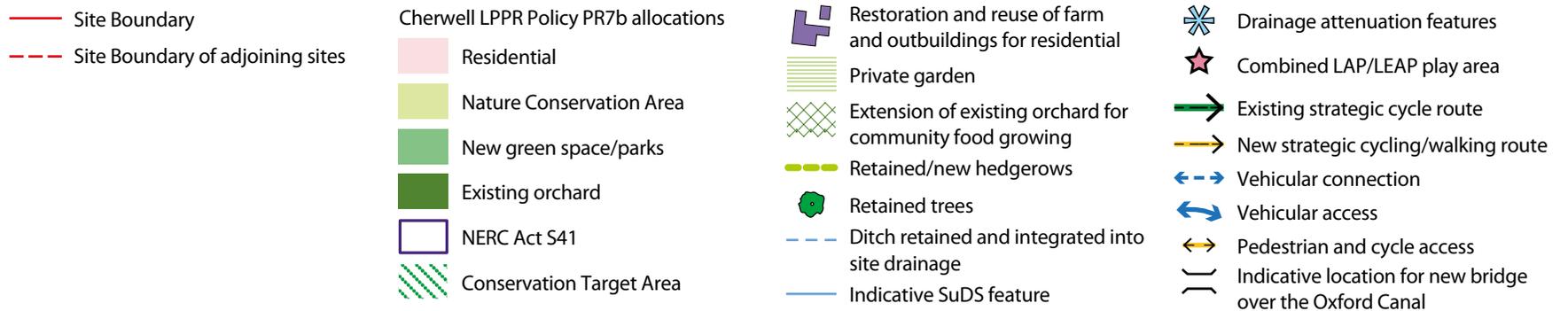


Fig. 12: Development framework



# 6.0 Development Principles

## 6.1 Sustainable Construction and Energy Efficiency

The development is to comply with and where possible exceed the local and national standards for sustainable development. This includes mitigating and adapting to climate change, increasing local resource efficiency, minimising carbon emissions, promoting decentralised and renewable or low carbon energy and ensuring that the risk of flooding is not increased.

The detailed layout of the development will need to encourage the sustainable and safe management of waste in each individual household while minimising visual and pollution impacts. The use of recycled materials in the construction of the development and consideration of the Circular Economy is supported.

Construction Exclusion Zones and haulage routes are to be incorporated into the build programme in order to protect the site's green infrastructure and topsoil resource. Topsoil is to be managed in accordance with the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites 2009 (CCoP) published by the Department of Environment, Food and Rural Affairs (Defra)

Electric vehicle charging is to be provided in accordance with the most recently adopted policy.

Refer to the following policies set out the Council's current detailed requirements.

### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy ESD 1: Mitigating and Adapting to Climate Change

Policy ESD 2: Energy Hierarchy and Allowable Solutions

Policy ESD 3: Sustainable Construction

Policy ESD 4: Decentralised Energy Systems

Policy ESD 5: Renewable Energy

Policy ESD 6: Sustainable Flood Risk Management

Policy ESD 7: Sustainable Drainage Systems

Policy ESD 8: Water Resources

Policy ESD 15: The Character of the Built and Historic Environment

### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 4: Establishing the Structuring Principles

Chapter 7: Building Elevations and Details

Chapter 8: Innovation and Sustainability

## 6.2 Healthy Place Shaping

Healthy place shaping is a strategic priority for both Oxfordshire's Health & Wellbeing Board and the Future Oxfordshire Partnership (formerly the Oxfordshire Growth Board) which is using the Oxfordshire Housing & Growth Deal to embed healthy place shaping in the planning process, especially in light of emerging evidence from local and national experience of Healthy New Towns (including the initiatives at Barton Park and Bicester Healthy New Towns) and the significant positive impact on health and well-being. This is reflected in the guiding principles of the Oxfordshire Strategic Vision.

This early planning and provision of health promoting design and infrastructure, such as community facilities, green spaces and safe and legible walking and cycling routes, has been shown to be important in influencing and establishing positive behaviour, healthier life-style habits and cohesive, connected

communities. The site will be developed in a way which contributes to healthy living and the well-being of local residents. It will:

- provide a new public green link for walking and cycling connecting to strategic sustainable movement corridors which supports active lifestyles
- create new accessible areas of public open space, community food growing opportunities and children's play space
- improve connectivity between Kidlington, Stratfield Brake and the Oxford Canal and to encourage outdoor sports and leisure
- provide for the long-term management, continued use and conservation of the site's historic assets supporting local cultural heritage.
- improve access to and along the Canal towpath for walking and cycling
- meet the need for early provision of health promoting infrastructure
- meet high quality design standards as specified in Building for a Healthy Life

The Health Impact Assessment commissioned for the Oxfordshire Authorities has been developed as an HIA proforma/toolkit and methodology to be applied to local plans and major developments in the county to achieve a consistent approach. The toolkit was published in 2021.

The development of the site should comply with policies that promote the creation of healthy communities including those listed below.

### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy BSC 7: Meeting Education Needs

Policy BSC 8: Securing Health and Well-Being

Policy BSC 9: Public Services and Utilities

Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision

Policy BSC 11: Local Standards of Provision – Outdoor Recreation

Policy ESD15: The Character of the Built and Historic Environment

### **Cherwell Local Plan 2011-2031 – Partial Review (adopted September 2020)**

Policy PR5: Green Infrastructure



Oxford Canal at Kidlington

### 6.3 Character and Layout

The site is to be developed with a traditional character and scale closely following the approach set out in the Cherwell Residential Design Guide and with reference to Kidlington's conservation areas at High Street, Church Street, Crown Road and The Rookery. This will provide a contrast to the immediate suburban setting and a characterful edge to the village.

Development of the site will undoubtedly change the setting and character of the listed farmhouse, its group of farm buildings and the land that it depended on. To mitigate the potential for harmful impacts, the heritage assets are to be used as an enabler to higher quality, locally distinctive development. This does not necessarily require the replication of the existing vernacular. Creative and imaginative design responses are welcomed which respond to the prevailing historic character of the site and Kidlington's conservation areas.

#### ***Development principles:***

- The development is to form a well-defined edge to Kidlington village and be outward facing.
  - Streets are to have a predominantly informal character with a well-defined, subtly undulating building line. The careful grouping of buildings will create a harmonious overall street composition. This reflects the character of historic streets within Kidlington's conservation areas which developed over time.
  - Green spaces within the site should be connected with the street layout to encourage walking and cycling and community uses, where appropriate to biodiversity objectives.
  - A suburban character and meandering street layout is to be avoided, in line with the vision for the site.
- The retained farmhouse is to be appropriately integrated into the layout as a local landmark. Reference should be made to Kidlington's conservation areas and other parts of the district where streets have developed around farms that were once set apart from the urban area.
  - Bespoke layouts are required for each block, using appropriate housing typologies including short runs of terraces, mixed with a smaller number of semi-detached and detached properties and some apartment 'villas' arranged to create a semi-continuous frontage to the street. By including a range of house types this allows greater flexibility in the urban form to respond to the character and create an interesting journey through the site. Refer to the Cherwell Residential Design Guide for details of appropriate house types and groupings.
  - Homes should front onto streets and overlook the green spaces and adjacent Stratfield Brake to provide passive surveillance.
  - Locally appropriate building materials should be used such as natural limestone and limited local red brick. This applies to the main buildings, garages and boundaries. Refer to the Cherwell Residential Design Guide for further details of local materials for use within the Clay Vale of Otmoor within which the site is located.

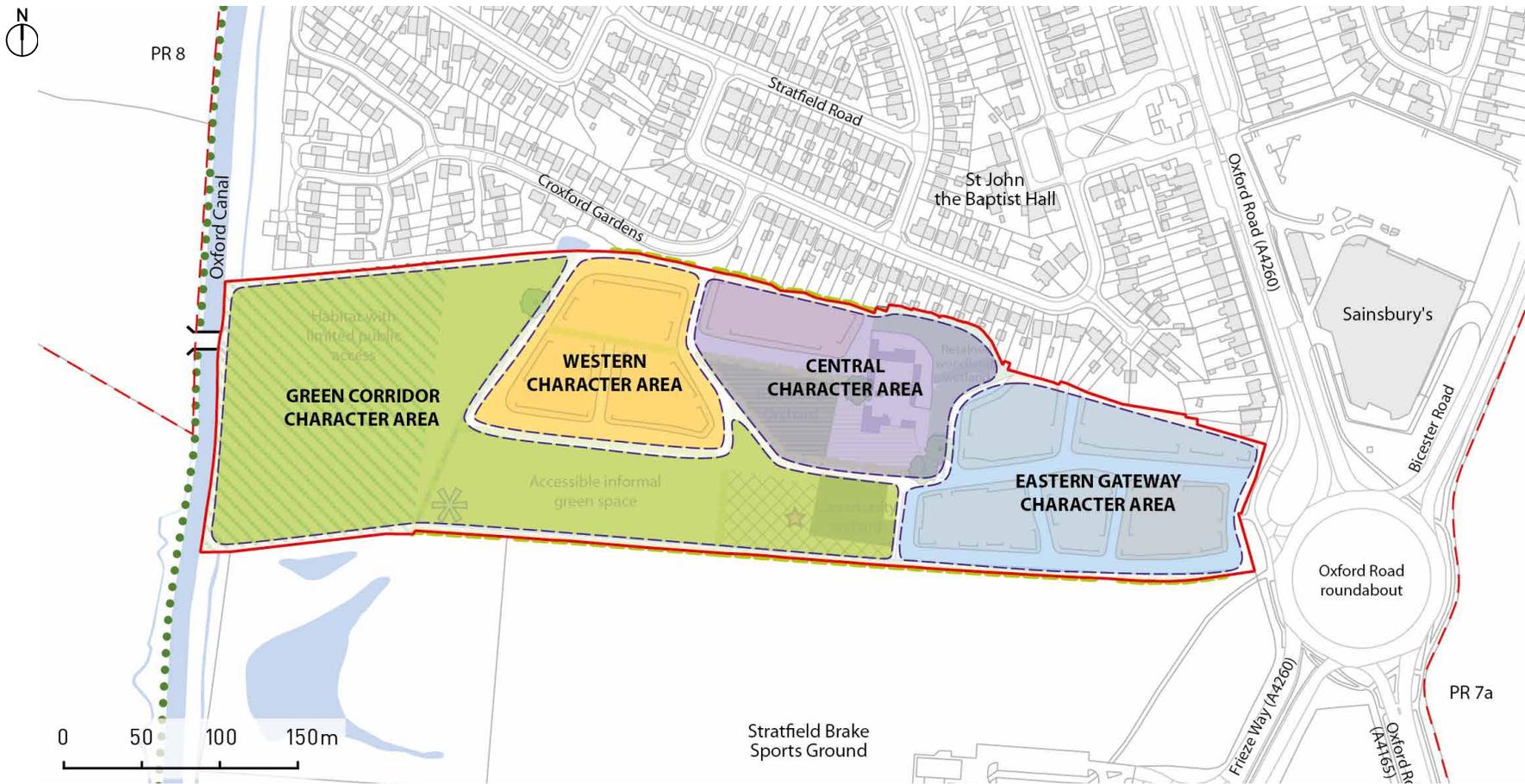


Fig. 13: Character areas location plan

- Site Boundary
- Site Boundary of adjoining sites
- Eastern Character Area
- Central Character Area
- Western Character Area
- Green Corridor Character Area

The development will create four distinct but complementary areas of character and appearance. Each character area is identified by its location and generates a sense of place in relation to movement corridors, landscape features and the relationship with its surroundings. There are three residential character areas described in this section. Further detail of the fourth character area, the green corridor, is presented in section 6.5.

- Eastern gateway character area
- Central character area
- Western character area
- Green corridor character area

Fig. 13 provides an overview of the development site character areas. Fig. 14 provides further detail on layout, frontages and building heights.



Green corridor - precedent example of informal open space incorporating drainage features



Fig. 14: Urban design

- |                                  |  |  |  |
|----------------------------------|--|--|--|
| Site Boundary                    | Nature Conservation Area                                       | Extension of existing orchard for community food growing | Combined LAP/LEAP play area                              |
| Site Boundary of adjoining sites | New green space/parks  | Retained/new hedgerows                                   | Existing strategic cycle route                           |
| 2-3 storey houses or apartments  | Existing orchard   | Retained trees   | New strategic cycling/walking route                      |
| 2-2.5 storey houses              | Conservation Target Area                                       | Ditch retained and integrated into site drainage         | Vehicular connection                                     |
| Key frontages (indicative)       | Restoration and reuse of farm and outbuildings for residential | Indicative SuDS feature                                  | Vehicular access   |
|                                  | Private garden   | Drainage attenuation features                            | Pedestrian and cycle access                              |
|                                  |  |  | Indicative location for new bridge over the Oxford Canal |

### 6.3.1 The Eastern Gateway Character Area

Situated in the eastern part of the site this character area will define the entrance to the development and to Kidlington and will create a direct east-west link to the centre of the site.

#### **Development principles**

- An east-west primary street will lead directly from the primary access to the Farmhouse. The street will have a near-continuous building frontage generally parallel to the street with a subtly undulating building line providing visual interest and views towards the centre of the site and farmhouse. Properties on the primary street are to have a minimum 0.5m privacy strip or be set-back behind small front gardens or a grass verge. The private boundary is to be delineated by stone or brick walls or hedgerows with individual gates.
- On plot parking to the front of properties is not appropriate on the primary street.
- Residential lanes will branch off the main route to the south and north to provide access to properties. These routes could have a shared surface character with informal planting and front gardens.
- Appropriate housing typologies across the character area include short runs of terraces and occasional semi-detached or detached properties of 2-2.5 storeys, with simple flat frontages. Gables fronting the street should be used sparingly. New properties along the site's northern boundary, which back onto existing 2 storey houses should be a maximum of 2 storeys.
- Adjacent to the farmhouse the scale needs to respect the farmhouse as being most important in terms of hierarchy.
- 3-storey townhouses or small apartment buildings which read as larger villas are appropriate where the site fronts Kidlington Roundabout forming a gateway to the development.

- Buildings will front onto Stratfield Brake sports ground to the south in order to protect and mitigate noise levels in the back gardens and provide passive surveillance to the new public green link/strategic cycling and walking route.
- Building plots will back-onto or side-onto the existing back gardens of residential properties to the north, creating a secure rear boundary between new and old.
- The new public green link/strategic walking and cycling route is to be located along the boundary to Stratfield Brake in a green corridor alongside the existing hedge buffer and overlooked by properties. An alternative routing for the green link may be put forward subject to evidence that this can be delivered to the required specification without negative impact on the proposed character of the primary street, farmhouse setting and community orchard.

Fig. 15 provides an example of a bespoke block design which arranges a mix of appropriate building and parking typologies in keeping with the character required.

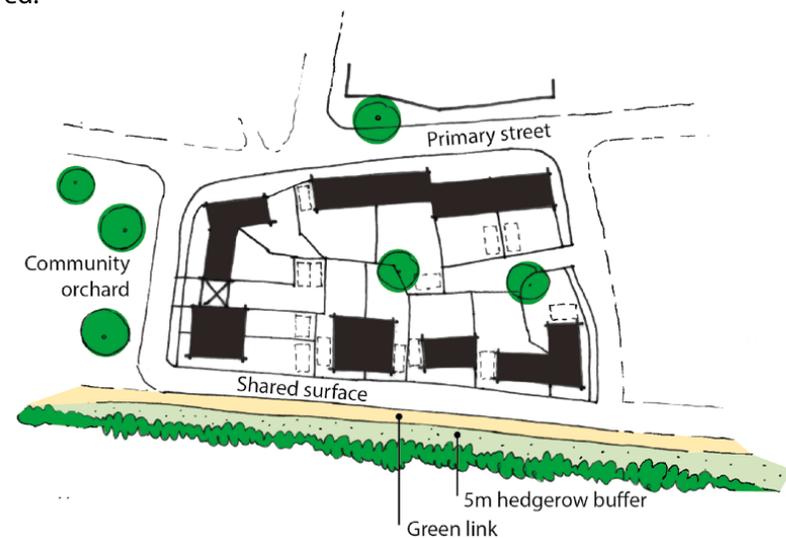


Fig. 15: Indicative block layout - by carefully arranging a variety of house types there is an opportunity to make full use of an unconventional block shape

The Eastern Gateway character area location and precedent photos



Location plan



South West Bicester townhouses



Informal primary street, Poundbury, Dorset



John Harper Road, Adderbury, arrangement of different house types to create a corner and varied terrace form with archway to rear parking court



Simple terrace with stone wall

Note: stone for PR7b is to be locally appropriate.

### 6.3.2 Central Character Area

The Grade II listed Stratfield Farmhouse is the focal point of the site but is currently in poor condition and on the Heritage at Risk register. The adjacent traditional orchard to the west and several outbuildings and structures form the historic setting of this farmhouse. Buildings in the curtilage of a listed building, even though not listed in their own right, are nevertheless protected by the listing of the main building and works that affect the character of such buildings need to be authorised by a grant of listed building consent, just as works to the main building would need consent. The group of buildings, and stone walls, are to be conserved, repaired and sensitively done so as not to cause harm to their architectural and historical significance and incorporated into the overall layout of the development. This is a key requirement for the development.

A new residential lane to the north of the traditional orchard will be part of this character area. It will be carefully designed to respond to the historic character of this area. The lane does not continue to the rear of the farm outbuildings, but provides potential access to the farm courtyard from the west.

This character area also contains the adjacent wetland and woodland to the east of the farm complex which are to be retained with appropriate levels of public access.

#### ***Development principles***

- The Grade II listed farmhouse, its curtilage listed structures and its setting will be enhanced through appropriate building restoration and enhancements to its gardens, traditional orchard and courtyard.
- The most appropriate use of Stratfield Farmhouse is to retain its original use as a single dwelling. However, there is flexibility for the Council to consider alternative uses for the Farmhouse and the other buildings within its curtilage subject to a character study, which will assist in resolving how these buildings are best developed, retained and/or improved, and an assessment in terms of harm to the special architectural and historical significance of the listed building, and consultation with CDC Conservation. The buildings within the Farmhouse's curtilage will be repaired or rebuilt (only if repair is not possible) and sensitively converted to residential or appropriate alternative use subject to the above. It is

important that the curtilage listed buildings provide any garaging and storage for the farmhouse to avoid the need for new garaging.

- Land to the north of the barns is to be used for private gardens or parking, creating a secure boundary to the existing properties on Croxford Gardens and retaining the existing woodland. Innovative design solutions will be required to avoid changing the character of the farm court or its setting. For example, overtly residential division such as fencing/sheds and greenhouses are to be restricted.
- The historic traditional orchard located to the west of the Farmhouse and the gardens to the south are historic features and contribute to the setting of the farm complex. It is expected that these will remain in private ownership relating to the Farmhouse. The boundary of the traditional orchard and garden are to be appropriate to the character of the Farmhouse complex.
- Access to the Farmhouse is to be from the east via the primary street and existing access drive which may also serve the rear garden and courtyard.
- To the north of the traditional orchard, a new street is to be created, overlooking the orchard and providing a potential additional access to the farm courtyard. Property rear gardens are to back onto the existing rear gardens of houses on Croxford Gardens providing a secure rear boundary. Properties are to be a maximum of 2 storeys, and have a character which is appropriate to the historic setting of the farm courtyard and orchard, for example short runs of terrace properties with front gardens and boundary walls.
- The south front of the Farmhouse is open to the community orchard landscape to the south and this open outlook is to be retained through the sensitive design of the primary street running to the south of the garden with the play area and orchard beyond.
- The woodland and wetland to the east of the farm complex are to be retained and enhanced for biodiversity gain, and to allow an appropriate level of public access.

More detail on the required enhancements to the Farmhouse and its setting are described in the Heritage and Archaeology section (section 6.6).

Central character area location and precedent photos



Location plan



Stratfield farmhouse



Stratfield farm outbuildings



Larger house incorporated within the townscape of Church Street, Kidlington

Google Street View image, 27 Aug 2020



Precedent of converted outbuildings in Waddington, Oxfordshire

© Spiritarchitecture.co.uk

### 6.3.3 Western Character Area

Situated in the western part of the site this character area will be formed of residential streets connecting between Croxford Gardens in the north and the green corridor and Stratfield Brake to the south.

#### ***Development principles***

- A coarser grain of development would be acceptable in this area with a greater proportion of larger plots and houses, within an efficient overall layout. Appropriate house types include semi-detached, short runs of terrace and detached properties.
- Front gardens are to be planted and bound by hedges, stone or local red brick walls.
- Building heights to be predominantly 2 storey throughout the character area, with the potential for some attic storeys overlooking the landscape to the south.
- Building frontage is to be provided on at least three sides of each development block as show on Fig. 14. Large gaps in the frontage are to be avoided.
- Properties are to front onto the traditional orchard and green spaces to the south and west and towards Croxford Gardens (stretch of road) to provide passive surveillance.
- In accordance with BS5837 survey, existing mature hedgerows are to be incorporated as boundaries to the green spaces or as boundaries between residential blocks with an appropriate buffer and maintenance access. Unauthorised breaks to the hedgerow are to be replanted.
- The primary street will connect this character area with the east, and provide access to residential lanes serving development blocks.
- A public connection is to be provided into Croxford Gardens for pedestrians and cyclists.

Western character area location and precedent photos



Location plan



A mix of house types overlooking green space at Milton Road, Adderbury



Oak Farm Drive, Milcombe



Informal secondary street, Poundbury, Dorset



Urban / rural edge precedent

### 6.3.4 Green Corridor Character Area

The fourth character area comprises the Lower Cherwell Valley Conservation Target Area adjacent to the Oxford Canal and a linear corridor of proposed nature conservation green infrastructure, including the orchard to the south of the farmhouse which is to be extended and become a community orchard and garden. The area is to be kept free from built development. It forms an important part of the setting of the farmhouse and is to be overlooked by development in the western character area. It is crossed by the new public green link / strategic cycling and walking route which is to link with the canal towpath.

Development principles relating to green infrastructure within this character area are provided in section 6.5.



Location plan

#### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy BSC 3: Affordable Housing

Policy BSC 4: Housing Mix

Policy ESD 10: Protection and enhancement of Biodiversity and the Natural Environment

Policy ESD 11: Conservation Target Areas

Policy ESD 15: The Character of the Built and Historic Environment

#### **Saved policies contained in the Cherwell Local Plan 1996**

C18 Development proposals affecting a listed building

C21 Proposals for re-use of a listed building

#### **Cherwell Local Plan 2011-2031 – Partial Review**

**(adopted September 2020)**

Policy PR7b – Land at Stratfield Farm

Policy PR5: Green Infrastructure

#### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 4: Establishing the Structuring Principles

Chapter 5: Streets and Spaces

Chapter 6: Building and Plot Arrangements

Chapter 7: Building Elevations and Details

Chapter 8: Innovation and Sustainability

#### **Reference should also be made to:**

The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition), Historic England 2017

Increasing Residential Density in Historic Environments, ARUP on behalf of Historic England, 2018

Lower Cherwell Valley Conservation Target Area statement <https://www.wildoxfordshire.org.uk/biodiversity/conservation-target-areas/oxfordshires-ctas-to-download/>

### 6.4 Movement and Access

#### 6.4.1 General Principles

The layout of the site is to create excellent cycle, pedestrian and wheelchair connectivity within the site, to Kidlington, to local facilities including shops on Oxford Road, to existing public transport hubs including the Oxford Road corridor and Oxford Parkway station, and to allocated sites PR8 and PR7a. In doing so, and by connecting directly with the surrounding street network, the layout will encourage movement by walking and cycling and limit unnecessary car trips.

The design of streets within the site should follow the guidance set out in the Cherwell Residential Design Guide and the Manual for Streets, in a manner which is appropriate to the character and quality of place which is to be created as described below. A standardised highways-led layout is not acceptable: carriageway space and turning radii are to be limited (in line with adopted guidance).

#### 6.4.2 Vehicle Access

Policy PR7b 10 (b) requires at least two access/egress points to be provided for the site unless otherwise approved. Through the development brief process, it has been agreed with OCC that the development could be served entirely from a single vehicular access point at the east of the site.

##### **Development principles:**

- The primary vehicular access point to the development will be provided via a simple T-junction with the existing service road to the north west of Oxford Road, Kidlington Roundabout. The location of the junction is to be agreed with Oxford County Council highways. An indicative location is shown on Fig. 16.
- The public access onto Croxford Gardens will be for pedestrian and cycle access only between the existing and the new residential areas. OCC has confirmed that emergency vehicle access is not required.
- A vehicle access is to be provided from the eastern part of the site into Stratfield Brake sports ground, to improve access from Kidlington. Where this access route crosses the new public green link, the green link cycling and walking route is to have priority of movement with safety of users paramount.

### 6.4.3 Pedestrian and Cycle Access

To maximise site accessibility on foot or bike, at least five pedestrian and cycle access points will be provided (see Fig. 16 for indicative locations).

#### **Development principles:**

The following access points for pedestrians and cyclists are to be provided:

- The main site access must include provision for pedestrians and cyclists alongside vehicular traffic and shall be carefully designed to enable pedestrians and cyclists to comfortably connect onto the existing infrastructure.
- At least one strategic green link access to the east onto the Oxford Road service road, connecting onto the existing strategic cycling infrastructure running north-south along Oxford Road.
- One strategic green link access to the west, connecting via a new canal bridge to the Oxford Canal towpath and into PR8.
- At least one access to the north onto Croxford Gardens connecting the new and existing residential areas.
- At least one access to the south into Stratfield Brake sports ground.

### 6.4.4 Street Hierarchy and Typologies

The street hierarchy for the site identified on Fig. 16, follows the street typologies set out in the Cherwell Residential Design Guide SPD. Streets are classified into two typologies:

- Primary – general residential street typology
- Secondary – minor residential street or lane typology

All streets across the site should have a maximum design speed of 20mph.



Green link precedent

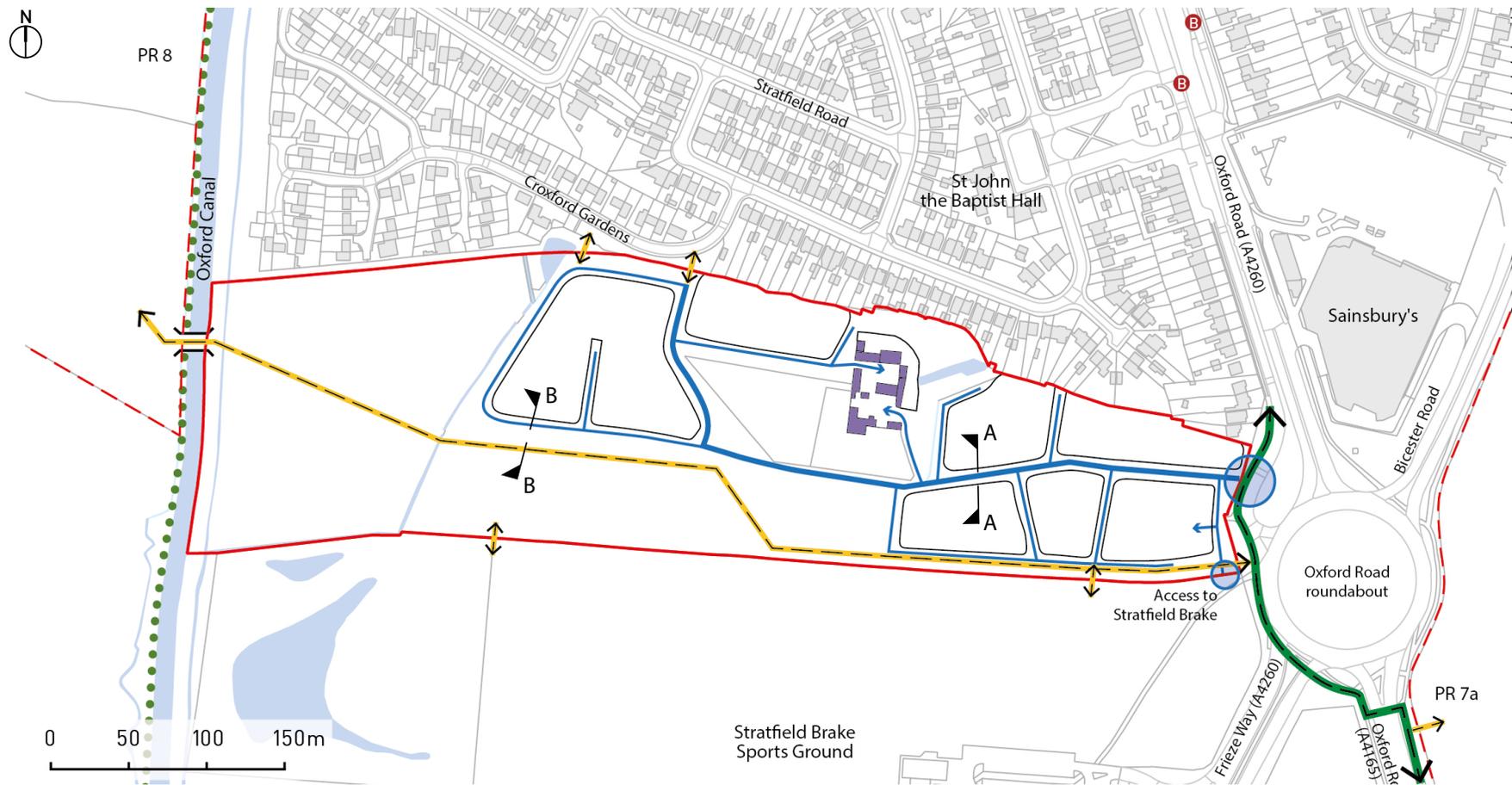


Fig. 16: Movement and access

- |  |                        |                                     |  |
|--|------------------------|-------------------------------------|--|
| Site Boundary  | Primary street         | Existing strategic cycle route      | Public Rights of Way                                     |
| Site Boundary of adjoining sites                               | Secondary street       | New strategic cycling/walking route | Indicative location for new bridge over the Oxford Canal |
| Restoration and reuse of farm and outbuildings for residential | Vehicular access point | Pedestrian and cycle access         | Existing bus stop  |

### Primary Street

The primary street within development site starts at the entrance of the site to the east from Kidlington roundabout and runs east/west through the middle of the site until it passes between the Farmhouse and community orchard. It then runs northwards providing access to the western character area.

Alternative alignments for the primary street may be considered where a clear justification in relation to the impact on green infrastructure corridors, the community orchard, Green Belt, heritage assets, pedestrian and cycling connectivity and the overall legibility of the plan has been established in detail as part of any future proposals.

### Development principles:

- The primary street is to follow the design guidance for general residential streets set out in chapter 5.0 of the Cherwell Residential Design Guide.
- The street is to have a carriageway of between 4.8 – 5.5m varying to accommodate occasional street trees, opportunities for on-street parking and pinch points for traffic calming (which should also be reflected in the building line).
- It is to have a footway of at least 2m on both sides, with the exception of the primary street to the south of the listed building complex which links the two halves of the site.
- It is to have an informal character with a near-continuous building line and subtly varied street width. Houses should front onto the street, with a 0.5m minimum privacy strip or small front gardens bounded by walls or hedgerows.
- On plot parking to the front of the property is not permitted.
- The character of the primary route in the stretch between the southern boundary to the farmhouse garden and the community orchard will



Street incorporating parking and street trees, Trumpington Meadows, Cambridge



Materials for the primary street south of the farmhouse should respond to the historic setting. Precedent - resin bound gravel.

be subtly demarcated in response to the historic setting, through the appropriate choice of carriageway and paving materials for example stone kerbs and flags. This can take the character of a shared surface with a maximum width of 7m.

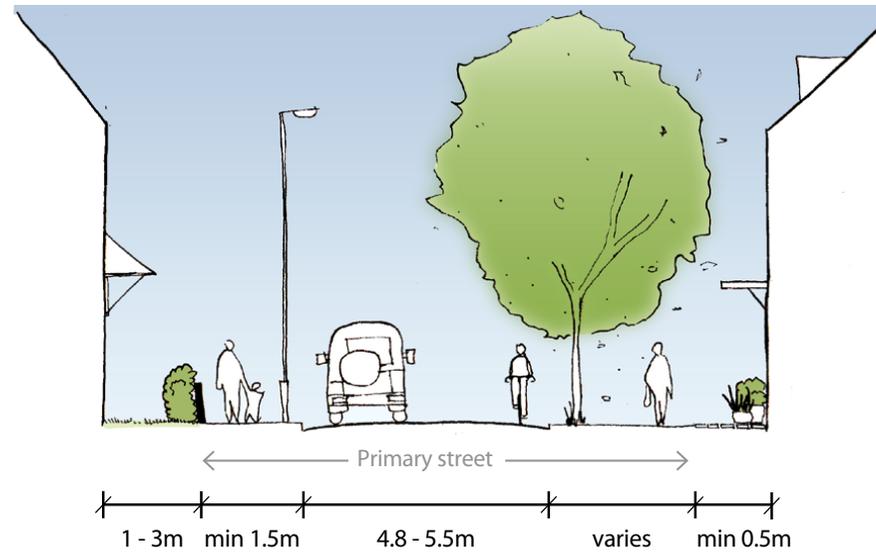


Fig. 17: A-A – typical primary street cross section (refer to Fig. 16 for section location)

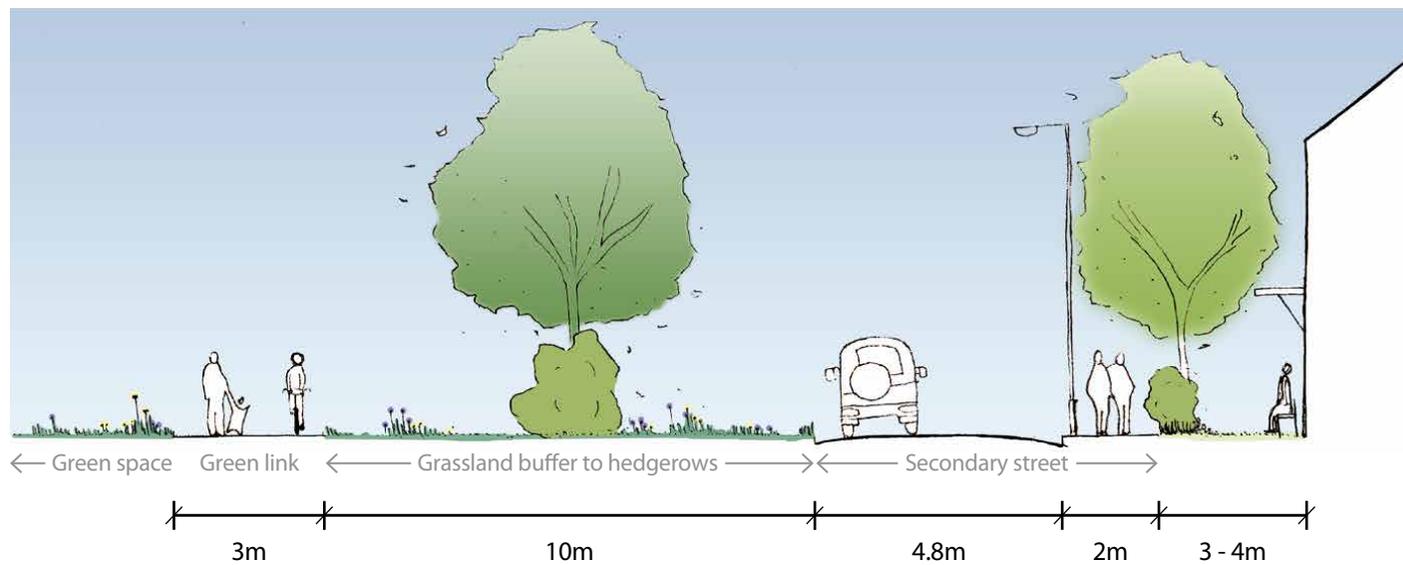


Fig. 18: B-B – typical secondary street cross section (refer to Fig. 16 for section location)

### Secondary streets

Secondary residential streets will branch off the primary route and provide access to properties.

#### ***Development principles:***

- The secondary streets are to follow the design guidance for minor residential streets or lanes set out in chapter 5.0 of the Cherwell Residential Design Guide.
- In keeping with the vision, streets should be as narrow as possible and should generally accommodate a 4.8m carriageway.
- The street should maintain a 2m wide provision for pedestrians on any side of the carriageway fronted by buildings, except in the vicinity of the listed building complex in which case a bespoke design solution will be considered.
- On no-through routes, they may take the form of shared surface lanes subject to detailed design and the necessary safety audits.



Secondary street precedents

### 6.4.5 Walking and Cycling Network and Strategic Links

In addition to provision for walking and cycling on the connected street network, a new public green link will provide a strategic walking and cycling link, suitable for all-weather cycling and wheelchair use, running east-west through the site.

To the east, it will join into National Cycle Network Route 51, which runs adjacent to Oxford Road and is a strategic walking and cycling route towards Kidlington and Oxford via Oxford Parkway station. To the west it will connect the site to the Policy PR8 allocation across the Oxford Canal and to the Oxford Canal towpath which is to be improved.

#### **Development principles:**

- The design of the route is to provide a safe and attractive environment for its users be they leisure or commuter cyclists, wheelchair users or pedestrians
- The route is to connect in seamlessly with OCC's existing routes and proposed strategic walking and cycling enhancements to Oxford Road.
- Routes should support wider connectivity, in line with the emerging Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP).
- It is to be a 3m wide, off-street route made of high quality surface material appropriate to the surrounding context. Cycleways are adoptable provided they are lit in accordance with a lighting design acceptable to OCC and drained following SuDS principles. In parts of the site where lighting may not be appropriate for ecological reasons, the green link could fall within the management company's remit and secured within the S106 to be retained open for public use and maintained.
- The route in the eastern character area should be overlooked by buildings to promote natural surveillance and in other parts of the site should be designed to promote natural surveillance from the surrounding area



Cycle route precedent

- An elegant new foot, cycle, and wheelchair accessible bridge over the Oxford Canal is to be built, to connect the route with the canal towpath and site PR8, with appropriate towpath improvements. Land within the PR7b site is to be provided to facilitate this access. The exact location and design of the bridge and towpath improvements is dependent on survey and consultation with the Canal and River Trust and the Woodland Trust and CDC Conservation team and is to be agreed at outline planning. The bridge could incorporate a

sculptural quality as part of any public art on the site.

- In the central and western character areas the green link route should be sensitively designed in response to habitat and green space character. This includes consideration of whether lighting is appropriate and if so, ensuring it minimises impact on wildlife.

### 6.4.6 Parking

Car parking provision and design will be in line with adopted OCC parking standards and the Cherwell Residential Design Guide SPD Section 5.8 as well as the good practice recommendations in Manual for Streets.

Cycle parking provision is to be in line with OCC's adopted cycle parking standards.

#### **Development principles:**

- A range of parking solutions should be used, appropriate to the street and plot typology.
- The Council advocates the use of unallocated on-street parking wherever possible, to increase flexibility and reduce the number of spaces required overall. This should be integrated into the street design and clearly defined.
- Rear courtyard parking is generally the least preferred solution, but is suitable for the central character area farmhouse and barns conversions.
- Electric charging points should be provided in line with national and local standards either on plot or serving on street parking bays. If on street, the design should consider innovative solutions to limit visual impact e.g. pop-up charging points.
- Public cycling parking is to be provided close to the community orchard and play area.
- Cycle storage for properties is to be provided in line with local standards. It is to be easily accessible to promote active travel (ideally at the property

frontage) recognising that bespoke solutions may be required in response to the site constraints and the character of individual streets.

### 6.4.7 Emergency Access and Refuse Collection

Streets within the development will be designed to allow appropriate access for emergency and refuse vehicles in line with local standards.

Refer to Cherwell Residential Design Guide for the requirements for service access and refuse bin storage which must be discreetly designed-in to complement the house type proposed.

### 6.4.8 Public Transport

Additional bus stops or routes are not required within the site. As noted above, the site layout and cycle and walking routes should provide direct routes to the nearby existing bus stops on Oxford Road and towards Oxford Parkway station.

#### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy SLE 4: Improved Transport and connections

Policy ESD 1: Mitigating and Adapting to Climate Change

Policy ESD 15: The Character of the Built and Historic Environment

Policy ESD 16: The Oxford Canal

#### **Cherwell Local Plan 2011-2031 – Partial Review (adopted September 2020)**

Policy PR4a: Sustainable Transport

Policy PR7b – Land at Stratfield Farm

#### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 4: Establishing the Structuring Principles

Chapter 5: Streets and Spaces

Chapter 8: Innovation and Sustainability

#### **Historic England 2018 Streets for All**

### 6.5 Green Infrastructure

The development is intended to create an appropriate transition between the built-up area of Kidlington and the open green spaces to the south, the Oxford Canal corridor and meadow habitats to the west. The site will retain a significant area of interconnected green spaces allocated for nature conservation, which are to be designed for biodiversity gain and use by protected and priority species.

Policy PR7b requires a Biodiversity Impact Assessment (BIA) be submitted as part of the planning application for the site and a supporting Biodiversity Improvement and Management Plan (BIMP). The Government's forthcoming Environment Bill is likely to introduce a mandatory approach to require 10% biodiversity net gain. In recognition of that, in October 2019, the Council's Executive endorsed seeking a minimum of 10% biodiversity net gain through engagement with the planning process. PR7b Policy delivery requirements 7,10,11,12,13,19,24 and 27 indicate measures to be incorporated into the development scheme and are reflected below.

The development will provide a multi-functional green infrastructure network providing a range of ecosystem services:

- A Nature Conservation Area including habitat areas with limited public access, and publicly accessible informal open space
- A community orchard and associated community food growing garden
- Publicly accessible woodland / wetland
- Retained and enhanced hedgerow corridors and trees
- A public LAP/LEAP play area
- Drainage features and wetland
- Private gardens including the traditional orchard

#### ***Development principles***

- An enhanced green infrastructure network will be created, providing connected wildlife corridors, linking the developable area with the Oxford Canal and the District Wildlife Site to the south.

- The western part of the site adjacent to the canal is a Conservation Target Area and is to be enhanced with a view to extending the Stratfield Brake District Wildlife Site designation into this area and contribute to the aims of the CTA. Public access will be limited to demarcated, fenced paths. This will include the new public green link / strategic cycling and walking route linking with the canal towpath. A low-key wooden fence or hedge will be introduced edging the route.
- Enhancements for Otter, Water Vole and Great Crested Newts are to be prioritised. Habitats should be linked within the site and to adjacent areas of habitat including the Lower Cherwell Conservation Target Area and the Meadows West of the Oxford Canal Local Wildlife Site and canal-side ditches to create a network. There is an opportunity for new scrapes (ponds) in the western part of the site.
- Measures are required to minimise light spillage and noise levels on habitats and wildlife corridors including to maintain connectivity for nocturnal species in an east-west direction and the maintenance of a dark canal corridor.
- Land to the east of the north-south hedgerow will form part of the Nature Conservation Area but will have full public access. It will function as an informal green space. It will be kept as a natural space with amenity grass 'kick-about' areas, wildflower meadow, integrated drainage features and natural play.
- The distinction between the traditional orchard to the west of the Farmhouse and the orchard to the south will be retained. The traditional orchard will form part of the private farmhouse landholding. Boundary vegetation, viable trees and structural vegetation of the orchard will be retained as a setting to the farmhouse.
- The orchard to the south will be protected and extended and become a publicly accessible community orchard, extended to incorporate a community food growing garden. A play area will be provided to the west

- of the existing orchard within the extension to it. An imaginative and high quality landscape design is required to integrate these three features, creating a focus for the community while responding to the setting of the Farmhouse.
- Subject to detailed design and agreement on size, the community food growing garden would be an acceptable, contextual response to the provision of allotments required under Policy PR7b. This references the market garden which was an element of the farm historically.
  - Existing individual and groups of high and good quality trees are to be retained with appropriate root protection buffers. Appropriate buffer zones are to be provided to avoid root damage and should be considered when planning sustainable drainage infrastructure.
  - The existing scrub and pond/wetland to the east of farmhouse provide a soft edge to the historic setting and buffer between the farmstead and the existing housing to the north of the site. This green space and wetland will be retained and allow an appropriate level of public access.
  - Other existing ponds, ditches and wetlands are to be retained and incorporated into the sustainable drainage system.
  - The main hedgerows along the southern boundary of the site, the southern boundary of the western character area and running north-south in the western part of the site are to be retained with crossing points limited to those which already exist. A grassland buffer of minimum 5m is to be introduced on either side of the hedgerows. The width is subject to the Arboriculture survey and root protection area required.
  - In some sections, where the existing hedgerow is retained and incorporated within residential blocks, a reduced 2m buffer would be acceptable, subject to appropriate long-term management arrangements and the Arboriculture survey and root protection area required. Recent unauthorised gaps in the hedgerow are to be replanted.
  - Other existing hedgerows within the site will be retained as far as possible. When the need to cross them occurs, existing gaps will be used wherever possible. The required green buffer to hedgerows will vary in accordance with design constraints in respect of BS5837 survey and root protection areas, ecological surveys (Phase 1 and subsequent surveys), urban light distribution, and shadow / shade analysis impact on dwelling and gardens and will be determined at Reserved Matters stage, where the aforementioned survey information should be considered.
  - Individual native trees will be planted along the buffers to hedgerows and public open spaces, site boundaries, as street trees on all streets and within private gardens. The overshadowing effect on gardens and windows from proposed trees should be minimised by planting small/medium native trees (i.e. Field Maple), with larger trees planted in public open spaces and at site boundaries.
  - Where front gardens or privacy strips are provided these are to be planted. Tree and shrub planting should be incorporated into the design of the play area and any rear lanes and parking areas. For the health of the children tree and shrub planting associated with play areas must not be spiny or thorny and be non-toxic.
  - The scheme is to include provision of in-built bird and bat boxes, wildlife connectivity between gardens and the provision of designated green walls and roofs where viable. Refer to the Council's Biodiversity and the Built Environment report (2009) for recommendations on establishing wildlife habitat in buildings.

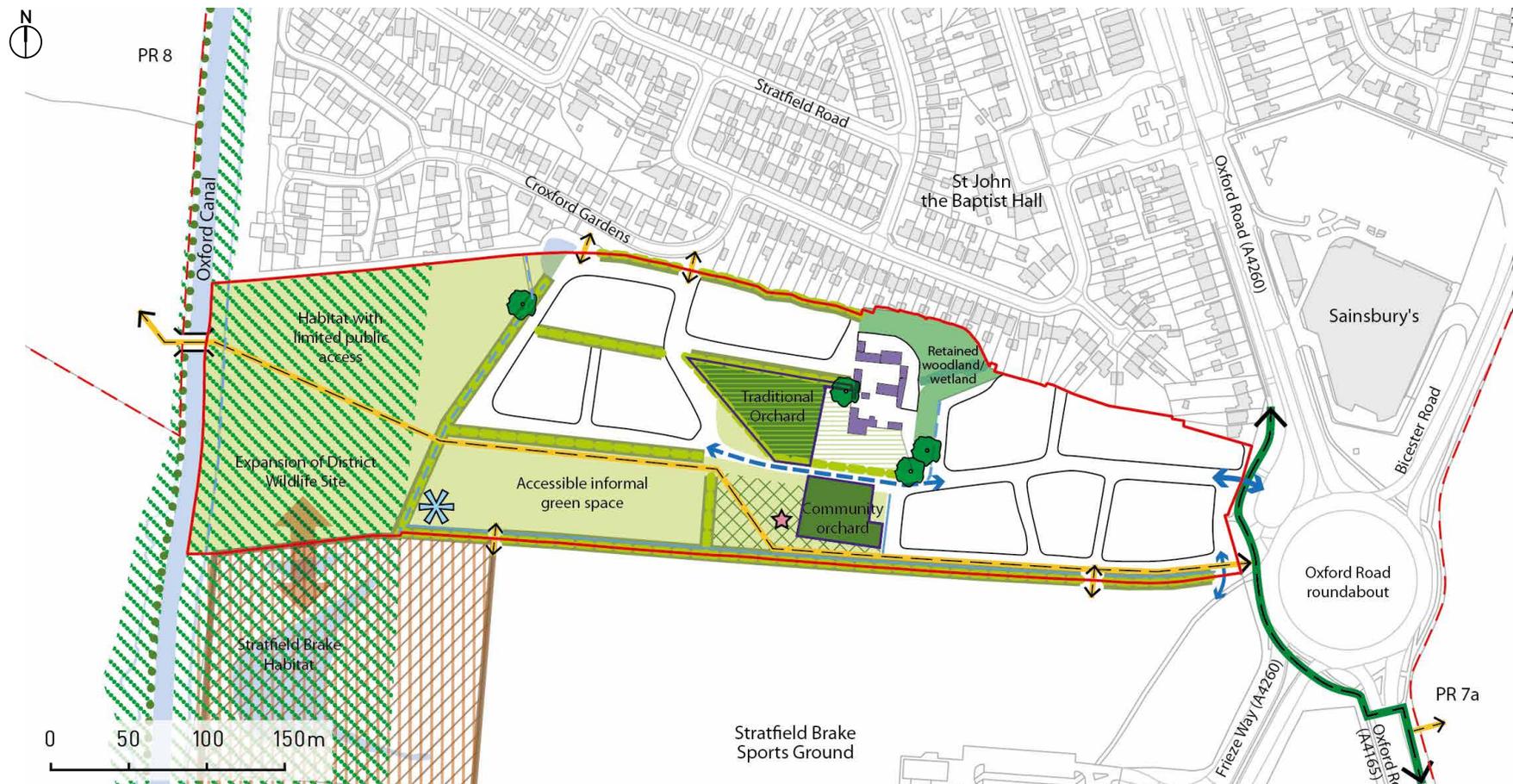
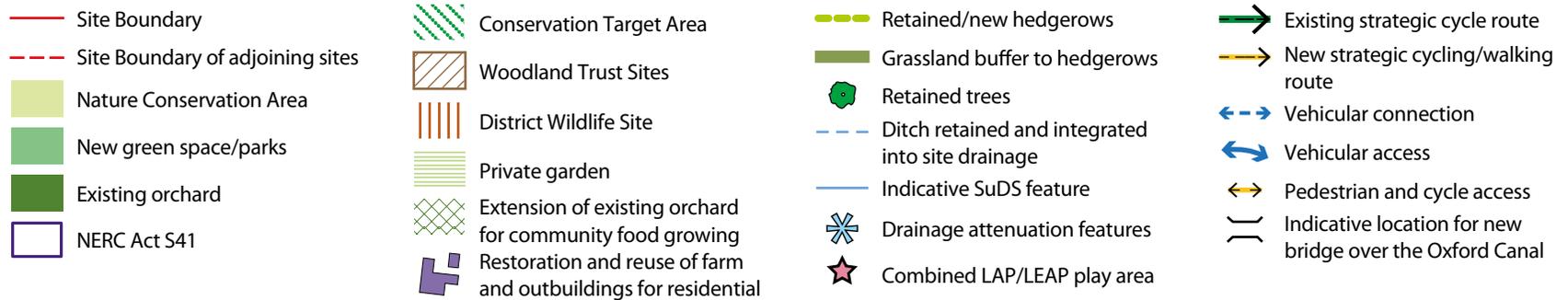


Fig. 19: Green infrastructure





Cycle the Wheelock Rail Trail, Chester  
[www.visitcheeshire.com](http://www.visitcheeshire.com) / 27 Aug 2020

Green infrastructure precedents

### 6.5.1 Play and Sports

Local equipped play space is to be provided within the site. Formal sports provision is not required within the site, but contributions will be required towards off site provision which will need further discussion at planning application stage.

#### ***Development principles:***

- A combined LAP/LEAP is to be incorporated in an accessible, central location. CDC's preferred location is to the west of the proposed community orchard. This is outside the developable area, but is acceptable in light of the constrained geometry of the site and close relationship to the new public green link / strategic walking and cycling route.
- The play area is to incorporate a 500 sqm activity area with 8 pieces of equipment (3 for LAP and 5 for LEAP). The play area is to be set within a landscape buffer of approximately 3000 sqm incorporating paths, child-friendly planting, trees, amenity grass and protective play area fencing and gates. The buffer zone may also contain part of the community orchard and food growing garden and the new public green link (subject to safety audit).
- Potential visual impact on the setting of the listed farmhouse should be minimised through the sensitive design of the play area (e.g. use of natural and locally appropriate materials, planting to soften). As noted above, an imaginative design is required to integrate play with the community food growing garden and orchard.
- In order to reduce noise and disturbance for residents there is to be a minimum 10 metres from activity zone to any property boundary and a minimum 20 metres from activity zone to habitable façade.



Timber playground equipment

### 6.5.2 Blue Infrastructure

Evidence for the site shows that surface water would have to be attenuated and discharged to a surface water body as there is very little soakage on the site.

Sustainable Drainage Systems (SuDS) within the development site will be carefully designed in line with the principles provided in CIRIA SuDS Manual (C753), the Cherwell Residential Design Guide section 4.7 and the Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire (2018).

#### **Development principles:**

- Existing ponds and ditches and proposed drainage features are to be designed and integrated into the streets and green space network creating environments for informal recreation, planting and habitat creation. These works should include improvements to existing ditches to avoid future overloading and reduce the risk of surface water flooding in the adjacent residential area.
- There is an opportunity to create new scrapes (ponds) in the western part of the site connecting with the existing canal-side ditch network to provide high quality habitats for invertebrates and wading birds
- It is expected that the majority of the site will drain into the Nature Conservation Area reflecting the topography of the site, with drainage attenuation features broadly in the location indicated on Fig. 19.
- Wherever possible, runoff must be managed at source (i.e. close to where it falls) with residual flows then conveyed downstream to further storage or treatment components, where required.
- Open drainage systems including ponds and swales should be used rather than crates.
- SuDS features within the street should be limited in width, and of an appropriate character, recognising the need to maintain a good sense of enclosure to the street.



SuDS feature precedents - on street and within green spaces

### 6.5.3 Definition and Treatment of Green Belt Boundary

The site will be developed in a way that respects its edge of Green Belt location and does not harm the Green Belt's visual amenities.

The new Green Belt boundary will be clearly defined within the site by the hedgerow line at the northern boundary of the green corridor, the orchards boundaries in the centre of the site, and in the eastern part of the site by the hedgerow at the boundary with Stratfield Brake.

Retained Green Belt within PR7b will be enhanced to deliver community benefits including walking and cycling links, play space, a community orchard and the provision of new and enhanced areas of habitat.

#### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision  
Policy BSC 11: Local Standards of Provision- Outdoor Recreation  
Policy ESD 3: Sustainable Construction  
Policy ESD 5: Renewable Energy  
Policy ESD 6: Sustainable Flood Risk Management  
Policy ESD 7: Sustainable Drainage Systems (SuDS)  
Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment  
Policy ESD 11: Conservation Target Areas  
Policy ESD 13: Local Landscape Protection and Enhancement  
Policy ESD 14: Oxford Green Belt  
Policy ESD 15: The Character of the Built and Historic Environment  
Policy ESD 17: Green Infrastructure

#### **Cherwell Local Plan 2011-2031 – Partial Review (adopted September 2020)**

Policy PR3: The Oxford Green Belt  
Policy PR5: Green Infrastructure  
Policy PR7b – Land at Stratfield Farm

#### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 4: Establishing the Structuring Principles  
Chapter 5: Streets and Spaces  
Chapter 8: Innovation and Sustainability

### 6.6 Heritage and Archaeology

Following surveys in 2018, Stratfield Farm House and its associated structures were found to be in poor condition, placing this designated heritage asset at Risk. This together with the traditional orchard, the gardens to the west and south of the farmhouse and courtyard behind it, the boundaries and walls, will form the curtilage of the listed building. This group of buildings and spaces are to be retained to form a centrepiece to the development and are to be sensitively integrated into the development and inform its character, materials and layout.

Proposals for the repair and reuse of the listed buildings and curtilage listed outbuildings, barns and walls are to be prepared with the input of CDC Conservation Officers. The condition of the buildings necessitates that this is treated as a priority. Initial guidance is provided below.

The Oxford Canal Conservation Area is an important heritage asset at the site's western boundary.



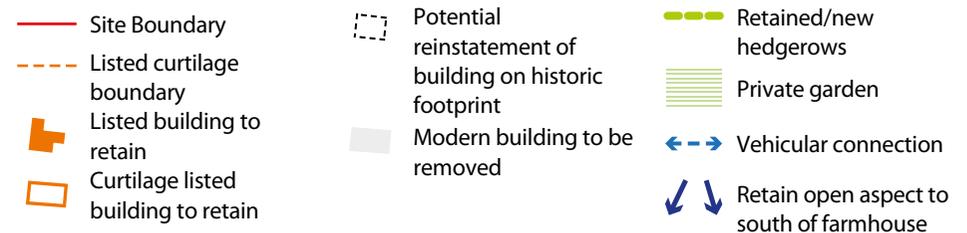
Existing Stratfield farmhouse rear (top) and outbuildings (bottom)

**Development principles:**

- The requirements for individual buildings and spaces within the farmhouse complex are as follows (please refer to Fig. 20 for locations) and are subject to the exploration of development options and detailed discussion with CDC Conservation Officer.
  - A. The farmhouse is to be restored for residential or other appropriate use. It is expected that the front garden and traditional orchard to the west, the rear courtyard and garden, and ancillary building a1 will fall within the property ownership boundary. There are small outbuildings attached to the walls between the farmhouse and courtyard which should be retained for use as storage and repaired.
  - B. Curtilage listed barn to the north to be converted into residential use.
  - C. Indicative footprint of a former building. A building could be reinstated following the historic footprint to provide additional accommodation.
  - D. Existing building in this location is a modern structure and is to be removed. A building could be reinstated on the original footprint of the historic barn to provide additional accommodation.
  - E. Modern building E is to be removed.
  - F. Building F is to be retained. The northern section of the building is to be converted to residential. The southern section could be converted to garaging serving the farmhouse, subject to an accurate survey and suitability. Area F1 is the location of a former open shed. The staddle stones remain and a building could be reinstated here, perhaps retaining the open shed form and incorporating the remaining stones with glazed infills between the posts.
  - G. Building G to be retained / reinstated to the original footprint for residential or ancillary use.



Fig. 20: Heritage key plan



- Historic walls within the curtilage are to be retained, repaired and rebuilt where needed.
- The depths of the new built structures are to be shallow, allowing traditional roof pitches so that the farmhouse remains the dominant building on the site.
- The 'gardens' and orchard landscape around the farmhouse and the farm courtyard should retain the historic character. Garden sheds/greenhouses and other overtly domestic paraphernalia and boundary treatments are not allowed. Garden storage is to be integrated within the building/outbuildings footprint and protected from future conversion to additional living accommodation. Any amenity space outside of the courtyard will need subtle demarcation.
- The development is to protect and enhance the Oxford Canal Conservation Area through the creation of a high quality landscape setting adjacent to the canal and sensitively designed buildings within the developable area.

### 6.6.1 Archaeology

There are no known archaeological constraints within the site. However, the site sits within an area of known archaeological potential and finds were recorded immediately north of the site.

Planning applications for development on the site will need to include an archaeological desk-based assessment and appropriate mitigation strategy.

A programme of archaeological evaluation ahead of the determination of planning application will be required.

#### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy ESD 15: The Character of the Built and Historic Environment  
Policy ESD 17: Green Infrastructure

#### **Saved policies contained in the Cherwell Local Plan 1996**

C18 Development proposals affecting a listed building  
C21 Proposals for re-use of a listed building

#### **Cherwell Local Plan 2011-2031 – Partial Review (adopted September 2020)**

Policy PR7b – Land at Stratfield Farm

#### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 8: Innovation and Sustainability

#### **Reference should also be made to:**

The Setting of Heritage Assets Historic Environment Good Practice  
Advice in Planning Note 3 (Second Edition), Historic England 2017

Increasing Residential Density in Historic Environments, ARUP on  
behalf of Historic England, 2018

### 6.7 Utilities and Infrastructure

In addition to the movement and blue/green infrastructure requirements set out in earlier sections, design principles for utilities and infrastructure are as follows:

***Development principles:***

- A coordinated approach to utilities planning should ensure that utilities are provided from the outset and integrated into utilities corridors. The street layout is to be organised to minimise utilities diversions wherever possible.
- Potential noise pollution arising from Stratfield Brake sports fields should be mitigated by an appropriate building and layout design response. Houses at the southern boundary of the site are to face onto the source of the noise to shield gardens (see Fig. 14).
- Refer to section 6.4.6 regarding electric vehicle charging.

**Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy BSC 9: Public Services and Utilities

Policy INF 1: Infrastructure

**Cherwell Local Plan 2011-2031 – Partial Review  
(adopted September 2020)**

Policy PR7b – Land at Stratfield Farm

Policy PR11 - Infrastructure Delivery

**Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 5: Streets and Spaces

# 7.0

## Delivery and monitoring

### 7.1 Information to accompany planning applications

In accordance with Policy PR7b a single comprehensive, outline scheme shall be approved for the entire site.

The check list below provides an indication of documents required at application stage. It is recommended that pre-application discussions are undertaken with Cherwell District Council prior to the submission of planning applications to agree the scope of the documentation to be provided.

- Delivery and Phasing Plan
- Planning Statement
- Housing Mix and Affordable Housing Provision
- Design and Access Statement
- Topographical Surveys
- Masterplan and Parameter Plans
- Landscape Visual Impact Assessment
- Arboricultural Impact Assessment
- Transport Assessment and Framework Travel Plan
- Parking Principles (where not covered in the Brief)
- Public right of way statement
- Flood Risk Assessment and Drainage Assessment (foul and surface water drainage) including Water Infrastructure Capacity
- Air Quality Assessment
- Contamination Assessment
- Noise and Vibration Assessment
- Archaeological Surveys
- Heritage Impact Assessment
- Ecological surveys including a Habitat Suitability Index survey for great crested newts

- Biodiversity Impact Assessment
- Biodiversity Improvement and Management Plan
- Landscape and Ecological Management Plan
- Energy Strategy/ Sustainability Principles
- Employment, Skills and Training Plan
- Health Impact Assessment
- Community Involvement Statement
- Management Plan for the appropriate re-use and improvement of soils
- Services and Utilities
- Management and Maintenance Strategy for all Public Open Space
- S106 Draft Heads of Terms

Applicants are advised to submit a screening request for Environmental Impact Assessment to the local planning authority to ascertain whether an Environmental Statement should be submitted with any application.

Any detailed planning applications or reserved matter applications should also include:

- Materials Schedule
- Boundary Treatment Plan
- Soft and Hard Landscape Plan
- Parking Plan
- Services and Utilities Plan
- Waste and Recycling Plan including bin storage and bin collection points

The use of conditions to secure this additional detail will not generally be supported by the local planning authority.

### 7.2 Securing comprehensive development

It is essential that the site is developed in a comprehensive manner to deliver the site-specific requirements in Policy PR7b and support the wider aims of the LPPR spatial strategy.

Where land, services or infrastructure within the site is designed to serve wider Cherwell Local Plan Partial Review developments, planning applications will demonstrate how this can be co-ordinated and delivered effectively through site masterplanning and S106 agreements.

Any infrastructure links or open space networks that are common to more than one Cherwell Local Plan Partial Review development site will be either constructed to the site boundary or in such a way as to facilitate connection, where required, between development sites with access to residents/public provided so as to avoid a 'ransom' position being established which prejudices the effective delivery of this common infrastructure and/or its long term community benefit.

The development brief's site-specific vision, development principles and 'parameter plans' have been prepared to ensure a comprehensive development in compliance with Plan policies.

The Delivery and Phasing Plan accompanying the planning application is expected to demonstrate how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered.

Obligations are to be secured via a planning agreement, entered into under section 106 of the Town and Country Planning Act 1990. Consistent with national planning policy and practice guidance and the Cherwell Developer Contributions SPD (February 2018), the allocation of S106 costs required to serve the development is to be agreed with the applicant to secure appropriate

financial contributions and/or in-kind works under a direct delivery obligation. Subject to statutory tests, these shall provide for "on site" and/or "offsite" facilities and infrastructure as required.

In preparing a draft Head of Terms, it is recommended that proposals applicants should have regard to matters including the LPPR Infrastructure schedule. Where facilities and infrastructure are required to be provided on land outside the site, these are to be secured by way of proportionate planning obligations and/or through the pooling of contributions as appropriate, in accordance with the Community Infrastructure Levy Regulations 2010, as amended.

It is recommended that pre-application discussions are undertaken with Cherwell District Council ahead of submitting the draft Head of Terms for developer contributions. In preparing a draft Head of Terms, it is recommended that proposals have regard to matters including the LPPR Infrastructure schedule and should consider in discussions with infrastructure providers whether infrastructure issues will require the phasing of development to ensure that necessary services, facilities or apparatus are provided in advance if needed.

Further guidance is contained in the Cherwell Developer Contributions SPD (February 2018).

### 7.3 Monitoring

Monitoring will be undertaken in accordance with Policy PR13 -Monitoring and Securing Delivery. The delivery of LPPR proposals will be monitored through the Council's Annual Monitoring Report process.

#### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy INF 1: Infrastructure

#### **Cherwell Local Plan 2011-2031 – Partial Review**

**(adopted September 2020)**

Policy PR7b – Land at Stratfield Farm

Policy PR11 - Infrastructure Delivery

PR12a-Delivering Sites and Maintaining Housing Supply

Policy PR13 -Monitoring and Securing Delivery

Appendix 3 – Housing Trajectory

#### **Cherwell Developer Contributions SPD**

**(adopted February 2018)**

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# Appendix A: Relevant Development Plan Policies & Supplementary Planning Documents

## **Cherwell Local Plan 2011-2031 (Part 1) Partial Review, the “LPPR”:**

- PR1 – Achieving Sustainable Development for Oxford’s Needs
- PR2 – Housing Mix, Tenure and Size
- PR3 – The Oxford Green Belt
- PR4a – Sustainable Transport
- PR4b – Kidlington Centre
- PR5 – Green Infrastructure
- Policy PR7b – Land at Stratfield Farm
- PR11 – Infrastructure Delivery
- PR12a – Delivering Sites and Maintaining Housing Supply
- PR12b – Sites Not Allocated in the Partial Review
- PR13 – Monitoring and Securing Delivery

## **Cherwell Local Plan 2011-2031 “The 2015 Plan”:**

- PSD1 – Presumption in Favour of Sustainable Development
- SLE4 - Improved Transport and Connections
- BSC2 – The Effective and Efficient Use of Land, Brownfield Land and Housing Density
- BSC 3 – Affordable Housing
- BSC4 – Housing Mix Policy
- BSC7 – Meeting Education Needs
- BSC8 – Securing Health and Well-Being
- BSC9 – Public Services and Utilities
- BSC10 – Open Space, Outdoor Sport and Recreation Provision
- BSC11 – Local Standards of Provision – Outdoor Recreation
- BSC12 – Indoor Sport, Recreation and Community Facilities
- ESD1 – Mitigating and Adapting to Climate Change
- ESD2 – Energy Hierarchy and Allowable Solutions
- ESD3 – Sustainable Construction
- ESD4 – Decentralised Energy Systems
- ESD5 – Renewable Energy
- ESD6 – Sustainable Flood Risk Management
- ESD7 – Sustainable Drainage Systems
- ESD8 – Water Resources
- ESD9 – Protection of Oxford Meadows SAC
- ESD10 – Protection and Enhancement of Biodiversity and the Natural Environment
- ESD11 – Conservation Target Areas
- ESD13 – Local Landscape Protection and Enhancement
- ESD14 – Oxford Green Belt
- ESD15 – The Character of the Built and Historic Environment
- ESD16 – The Oxford Canal
- ESD17 – Green Infrastructure
- INF1 - Infrastructure

**Adopted Cherwell Local Plan 1996**

- GB2 - Change of use of land within the Green Belt
- TR1 - Transportation Funding
- TR11 – Oxford Canal
- TR22 - Roads
- C5 – Ecological Value of Features
- C14 – Trees and Landscaping
- C18 – Development proposals affecting a listed building
- C21 – Re-Use of Listed Buildings
- C23 – Conservation Areas
- C25 – Scheduled Ancient Monument
- C28 – Design Quality
- C29 – Design and The Oxford Canal
- C30 – Design Control
- C31 - Amenity
- C32 – Disabled Access
- ENV1 – Environmental Pollution
- ENV10 – Hazardous Installations
- ENV12 – Contaminated Land

**Adopted SPD**

- Cherwell Residential Design Guide (July 2018)
- Developer Contributions (February 2018)
- Kidlington Masterplan (December 2016)

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